

COUNCIL
AGENDA

MAR 7, 1978

AGENDA
THE COUNCIL OF
THE CORPORATION OF THE CITY OF MISSISSAUGA
TUESDAY, MARCH 7, 1978 9:15 A.M.
CITY COUNCIL CHAMBERS
DRAFT OFFICIAL PLAN



City of Mississauga

MEMORANDUM

To R. A. SEARLE, MAYOR AND
Dept. MEMBERS OF CITY COUNCIL

From R. G. B. EDMUNDS, COMMISSIONER
Dept. PLANNING

March 7, 1978

RE: DRAFT OFFICIAL PLAN

General Committee completed its discussion of the draft Official Plan February 7, 1978 and recommended changes to it. These recommendations have been compiled and organized in the same order in which the subject of the change appears in the draft Official Plan. Also submitted to Council are the South West Mississauga Transportation Study and a report from the Commissioner of Finance concerning monitoring of development.

Two days, March 7 and 10, 1978 have been set aside for Council to discuss these reports and recommendations and it is suggested that they be dealt with in the following order:

1. REPORT OF THE COMMISSIONER OF FINANCE
2. SOUTH WEST MISSISSAUGA TRANSPORTATION STUDY
3. RECOMMENDED CHANGES TO THE DRAFT OFFICIAL PLAN

R. G. B. EDMUNDS,
COMMISSIONER OF PLANNING



City of Mississauga

ITEM: 1

MEMORANDUM

Mayor and Members of Council

From D.A.R. Ogilvie

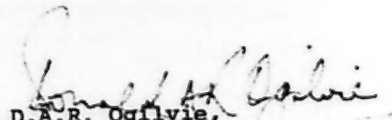
Dept. Commissioner of Finance

February 21, 1978

OFFICIAL PLAN - MONITORING

The attached report and synopsis deal with some rather complex matters pertaining to the draft Official Plan. Recent suggestions that stringent fiscal criteria should be applied in the monitoring process appear to indicate that this process and the relationship which exists between the draft and its financial consequences are not fully understood.

The report attempts to clarify the nature of the monitoring process, to differentiate between long and shorter term criteria, to examine the significance of fiscal criteria in a goal oriented plan, and to suggest a workable system of monitoring from a financial point of view. It is hoped that the synopsis may make the arguments a little easier to follow.


D.A.R. Ogilvie,
Commissioner of Finance

DARO/c
attach.

OFFICIAL PLAN - MONITORING OF DEVELOPMENT

S Y N O P S I S

The purpose of the monitoring process is to measure progress towards a longer term objective on a periodic basis so that, if it appears that the objective may not be attained, remedial action can be taken. The function of monitoring criteria is to indicate what degree of progress is expected in a defined period of time coinciding with the chosen monitoring cycle. Hence, while monitoring criteria are related to the ultimate objectives, they will not normally be identical as their purpose is to indicate how much of the objective should be attained in a shorter time frame. It therefore follows that a longer range objective statement cannot also serve as a monitoring criterion (except where the objective has already been reached).

The desirability of superimposing a fiscal capacity criterion on a goal-oriented plan is questionable. Fiscal criteria must be compatible with other objectives of the plan or there will be problems of determining which goals are most important in cases of conflict. Furthermore, it is questionable whether fiscal capacity is a concept which can have long term validity since it is impossible to define objectively what constitutes an adequate policy. Specifically, assessment and assessment ratios cannot be regarded as measures of fiscal capacity since assessment does not reflect ability to pay taxes. In any event, the weight of available evidence strongly suggests that a 60/40 (residential to industrial-commercial) assessment ratio is not compatible with the draft Official Plan targets for 1986.

The financial evaluation of Official Plan targets to 1986 attempted to specify the consequences of attaining those targets and hence indicated the criteria which would appear to be compatible with the plan. While this evaluation was presented to Council in June 1977, Council did not indicate what subsequent action should be taken and the plan has remained unamended in respect of the key factors affecting finance.

The report concludes by proposing a systematic approach to official plan monitoring on an annual basis. This would involve the establishment of development quotas linked to the City Capital budget to ensure that quotas are consistent with financing capabilities and that City programs are responding adequately to the special requirements of new development.

D.A.R. Ogilvie
Commissioner of Finance
February 21, 1978.



City of Mississauga

MEMORANDUM

THE MAYOR AND MEMBERS OF

COUNCIL

From D.A.R. Ogilvie,

Commissioner of Finance

Dept.

Dept.

February 21, 1978

SUBJECT:

OFFICIAL PLAN - MONITORING OF DEVELOPMENT

The purposes of the paper are to examine:

- (1) The need for predetermined specific fiscal goals or fiscal monitoring criteria with special reference to a 60/40 assessment ratio, and the desirability of establishing a measure of ultimate fiscal capacity.
- (2) The implications of the previous report "Official Plan Phase I Financial Evaluation" presented to Council in June, 1977.
- (3) A method for monitoring the Official Plan in the context of Capital budgets, indicating key information requirements for both O.P. monitoring and the financial evaluation of development proposals.

...

PART I

BACKGROUND:

During the discussion of phasing on 10th January, 1978, suggestions were made to the effect that more specific elaboration was required of the concept of "effective fiscal capacity" to support growth. It was further suggested that a 60/40 (residential to commercial-industrial) assessment ratio should be a component of this definition. While this idea was put forward in the context of development monitoring as a possible short range monitoring criterion, it appears more logical to interpret the proposition as a refinement of the long term goal statement since it is inconceivable that the City's overall ratio would significantly improve from the present 70/30 ratio in the space of a few years.

THE MONITORING PROCESS

Before attempting to define monitoring criteria, it is first necessary to consider the purpose of monitoring itself. In the official plan context the objective is to provide a commentary on the plan on a continuing basis so that perceived disparities can be corrected either by modifying the development allowed, or by adjusting the goals, or both. In effect, monitoring is to provide the information on which decisions will be based concerning the nature and timing of development so as to control the attainment of the stated objectives. Control decisions can only be made if the monitoring process relates what has occurred (or is anticipated to occur) at a particular point in time to a predetermined statement of what ought to have occurred. The decision to institute remedial measures is then based on the difference between actual and expected results. If remedial action is to be timely it is clear that monitoring must be carried out at frequent intervals from now until fruition of the official plan. An annual basis for monitoring appears to be most suitable as this coincides with the normal municipal fiscal monitoring (budget) cycle.

MONITORING CRITERIA

While the achievement of all official plan goals will not necessarily occur at the same point in time, some goals (explicit or implicit) will not be attained until the development process is virtually complete. Factors such as ultimate population, housing stock/mix, industrial acreage commercial and office floor space, and final assessment patterns fall into this latter category. In such cases,

individual developments are only expected to make a partial contribution to the required end state and it is therefore inappropriate to use the goal itself as a measure of required intermediate progress. Instead, it will be necessary to formulate a series of subsidiary statements setting intermediate targets showing what proportion of the total goal should be reached at various points in time corresponding to the monitoring cycles.

From the foregoing, it will be apparent that, if a 60/40 assessment ratio is deemed to be a desirable ultimate goal, the same ratio cannot also be used as a monitoring criterion in the shorter term since it would not be reasonable to anticipate relatively sudden improvements from the present position given the weight of already existing assessment.

One other point requires mention and this concerns the compatibility of financial and non financial criteria. The establishment of non financial criteria for monitoring the plan, in some instances, will tend to determine the financial consequences for the municipality. Hence non financial and financial criteria cannot be treated as being necessarily independent and therefore variable at will. For example, the setting of criteria for housing units/mix together with industrial and commercial space requirements will tend to establish the assessment profile of the City. If these criteria are acceptable it is not logical to further impose an assessment ratio criterion which may well be in conflict with them since this would raise the issue as to which criterion would prevail over the others in the monitoring-control process. Some of the relationships between non-financial criteria and their financial consequences were examined in the Official Plan Phase I Evaluation (Report to Council, 6th June, 1977) where the evidence suggests that a 60/40 assessment ratio could not be attained in the foreseeable future, given the targets set for Phase I. While this is not conclusive, it strongly suggests that a 60/40 ratio is not compatible with other O.P. goals. Some other reasons for questioning the compatibility of the 60/40 concept with the draft official plan are given in Appendix A.

MEASURING FISCAL CAPACITY

The concept of fiscal capacity is a complex notion dealing with a municipality's total ability to raise funds to sustain its services. Theoretically, there is no limit to this capacity because there is no limit to a municipality's power to tax. In practice, a limit is imposed by its ability to collect the taxes levied which depends on the ability of individuals to pay taxes out of their incomes. Ultimately, fiscal capacity is a function of community income and concepts of what taxpayers can afford.

A practical measure of fiscal capacity can be derived from the maximum mill rate a municipality is willing to establish in conditions where service level requirements are not fully met - a situation in which the municipality would like to spend more money on its services but feels that it cannot ask taxpayers to meet the full cost because they cannot afford the full required increase in the tax levy. The judgment as to what taxpayers can afford is clearly subjective and may well vary from year to year and from Council to Council. It therefore follows that a statement as to what the fiscal capacity of a municipality should be at a distant future point in time is relatively meaningless except in the immediate present.

Finally, it should be emphasized that a statement about fiscal capacity is not significant without a companion statement as to the obligations the capacity is required to support. A "poor" fiscal capacity may well be quite adequate if the service level expectations which go with it are relatively low. It hardly needs to be emphasized that there are obvious difficulties to predicting service level requirements for over 20 years or so into the future.

In summary, it appears to be impossible to specify what the fiscal capacity of the City should be for some distant future point in time. An adequate fiscal capacity is one which will enable the municipality to support the desired level of services at acceptable (affordable) levels of taxation. Desirability, acceptability, and affordability are all subjective concepts which can only have ephemeral significance. It is therefore questionable whether any practical purpose would be served by attempting to prescribe a fiscal capacity goal for the City.

SIGNIFICANCE OF FISCAL CAPACITY

The foregoing comments are not intended to dismiss fiscal capacity as a matter of no concern but rather to point up the difficulty of making any precise statement about it which would have practical long term significance in the context of official plan monitoring.

While certain plan goals would appear to have a bearing on the future fiscal capacity of the City it must be questioned whether fiscal capacity, construed in terms of ability to pay, is capable of being independently manipulated in a sense counter to general economic forces. For example, if it is accepted that municipal taxes tend to be set with reference to what the least affluent residential taxpayers can afford, the draft plan's emphasis on lower cost ("affordable") housing would tend to establish an overall fiscal capacity with reference to that group of taxpayers - but only to the extent that economic conditions favour "affordable" housing. If, on the other hand, economic conditions favour higher cost housing, fiscal capacity

would tend to improve relatively - perhaps despite the official plan goals.

Overall, it appears that the City would have very limited ability, if any, to actually determine its future fiscal capacity independently of outside forces - even if it were able to determine what capacity was theoretically desirable. In any event, it has to be recognized that fiscal capacity is linked to the community structure actually created and thus is not a matter which can be specified independently of other official plan goals.

CONCLUSIONS

Given the foregoing observations, it is concluded that the establishment of a 60/40 assessment ratio as a fiscal goal could be in conflict with other official plan goals which appear to be acceptable to Council. If a fiscal goal of this nature is set up it would be necessary to accept some possible modification of other goals to eliminate the conflict. In any event, a 60/40 assessment ratio is not felt to be a meaningful statement of fiscal capacity which is a function of ability to pay taxes rather than of assessment. For similar reasons, it would be equally inappropriate to establish monitoring criteria related to the 60/40 criteria.

It is necessary to appreciate that fiscal capacity is partially a function of other official plan goals and other, largely uncontrollable, economic factors. The City therefore has little practical ability to predetermine its future fiscal capacity even if it were possible to prescribe what that capacity should be. If Council wishes to impose an arbitrary measure of capacity which is incompatible with the implications of other plan goals, Council should review all related plan goals, objectives and targets to eliminate the problem now. Council should be aware that the process of achieving a match between a predetermined fiscal capacity and modified plan goals could be a lengthy process of trial and error which could destroy the internal integrity of the plan as it presently exists.

PART II

O.P. EVALUATION - PHASE I - IMPLICATIONS

In retrospect, it appears that Council failed to appreciate some of the implications of the financial evaluation of Phase I (development period up to 1986) presented to Council in June, 1977. At that time, a comment was made to the effect that the evaluation showed that the City could not afford Phase I. As yet, Council has made no move to modify the plan although there now appears to be renewed concern for monitoring the City's fiscal capacity to support it. The following comments relate to key areas of difficulty.

1. The draft O.P. text contains very few specific (quantified) statements about the development of the City which can be translated into financial terms. The evaluation got around this difficulty by making supplementary assumptions as to what development should occur annually up to 1986. Alternative and equally justifiable assumptions could have been used which would have produced somewhat different results on the "bottom line". The evaluation is therefore not a definitive analysis of Phase I since Council has never indicated its endorsement or otherwise of the key assumptions.
2. The evaluation included a number of alternative scenarios. These were included to illustrate the potential effects of pursuing alternative policies and also to show that alternative assumptions could have an appreciable effect on financial performance. Again, Council indicated no preference between scenarios which would have suggested that the draft plan concepts required revision.
3. The results of the evaluation gave alternative views of the financial consequences of achieving all the relevant 1986 targets at full service level. In practice, it is unlikely that all 1986 targets would be achieved 100 per cent by 1986, as there would no doubt be under or over achievement of individual targets and there is a normal lag in supplying the full level of service to new communities. Thus it is likely that the indicated increase in the mill rate would be less steep in reality as it would be spread over a longer period than 10 years. This should be borne in mind in making judgements as to affordability of the plan.

4. Scenario A purported to represent the impact of development occurring in Phase I in accordance with overall plan goals. Scenario E represented a low (restricted) residential development case and Scenario F represented a high residential development case. Scenario E and Scenario F are not necessarily compatible with other aspects of the draft plan. Scenario 'A' held out little hope of achieving a 60/40 assessment ratio at least for several decades since the ratio would be only slightly improved over the present situation after 10 years of development. Conversely, Scenario E indicated a much better probability but only at the expense of modifying the plan and freezing residential development for a considerable period. This evidence suggests that if Council wishes to establish a 60/40 assessment ratio target, the official plan as it now stands requires considerable revision.

PART III

AN APPROACH TO DEVELOPMENT CONTROL

It will be clear that effective control criteria can only be established when the issue of goal priority is resolved. It is also clear that the financial integrity of the municipality cannot be guaranteed merely by monitoring the assessment base and that regard must also be had to a number of other factors. While certain "targets" have been established for 1986, no interim criteria have been set against which annual performance can be evaluated - it will therefore be difficult or impossible to determine what action Council should take following the annual "monitoring" hitherto proposed.

It is therefore suggested that an alternative approach be considered along the following lines:

- (1) Resolve goal conflicts immediately and establish the order of priority of all goals where conflict cannot be eliminated.
- (2) Establish fiscal targets for 1986 compatible with the other targets proposed (or modify the latter as required)
- (3) Establish annual targets based on 1986 expectations to serve as monitoring criteria.
- (4) Establish annual development quotas compatible with (3) so as to ensure that an appropriate "mix" of development is obtained (subject to market conditions).
- (5) Develop strong links between the development quota and the City capital budget to ensure that the City is taking appropriate action to service new development and also to ensure that servicing demands are compatible with available City funding.
- (6) Develop the Capital Budget as the medium for setting targets and monitoring the achievement of development controls.
- (7) Annually review all targets for compatibility with the City's fiscal position and adjust as necessary to compensate for over/under achievement.
- (8) Within the foregoing framework, evaluate all individual development applications in terms of their potential contribution to 1986 and annual targets and in terms of their potential impact on City finances. Subject to satisfying these criteria development applications would be approved up to the quota limit. Applications in excess of the quota would be deferred for reconsideration in the next annual quota.

This approach stresses the vital link between the O.P. and the City's capital budget and ensures that development can be regulated according to changing circumstances. It must be added that in the absence of some such procedures, financial evaluation of development applications will be a meaningless exercise since there will be no certainty as to the overall context in which a particular development would be proceeding and no means of defining "good" or "bad" development proposals from a fiscal point of view.

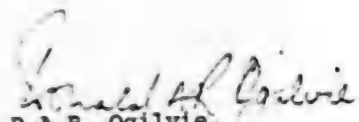
CONCLUSION:

There is a definite need to relate monitoring of the O.P. to other matters including capital service levels, the City's development levy policies, the City's ability to service new development and prevailing financial constraints. The logical medium for bringing all these factors together is the City's Capital Budget. The use of the budget in this manner should enable Council to obtain a comprehensive overview of all the conflicts inherent in the situation. This is unlikely to be achieved if O.P. monitoring is seen to be a quite separate function.

It has to be recognized that many decisions remain to be made before all this can take place. Perhaps the most fundamental decision is the relative importance to be placed on financial goals with respect to other goals of the plan. If, as seems implicit in the demand for a strong financial monitoring criterion, Council perceives finance to be an overriding concern, a procedure along the lines set out above is not merely desirable but mandatory.

RECOMMENDATIONS

1. That Council formally adopt annual targets for the period 1977-1986 relating to population, housing units, commercial floor space, office floor space and industrial acreage ~~as set out in Appendices "a", "b", "c"~~
2. That the Financial Evaluation - Draft Official Plan - Phase I, Scenario A (Report to Council, June 6, 1977) be used as a guideline for purposes of financial monitoring of the Official Plan and for the evaluation of development proposals.
3. That Council not attempt to formally establish specific financial criteria for purposes of Official Plan monitoring.
4. That Council adopt a system of development control based on periodic/annual development "quotas" compatible with the targets established in (1) above.
5. That monitoring of Official Plan performance, and the establishment and review of development quotas all be carried out annually within the context of the City's Capital budget and in the light of prevailing economic and financial conditions.


D.A.R. Ogilvie,
Commissioner of Finance.

APPENDIX "A"

APPLICABILITY OF THE 60/40 CONCEPT

While the 60/40 concept is not suitable as a monitoring criterion (since it describes a situation which can only be attained over a long period of time) and is relatively useless as a measure of fiscal capacity since it does not reflect ability to pay, it is also open to other objections viz.

- the ratio would have a different significance after the implementation of market value assessment and tax reform proposals currently being considered by the Province;
- the ratio may have implications which are incompatible with other O.P. goals.

MARKET VALUE ASSESSMENT AND TAX REFORM

The combined reform proposals presently under consideration by the Province would, upon implementation, immediately change the present assessment ratio from approximately 70/30 to approximately 55/45. Thus a long term goal could be achieved in the next few years at the stroke of the legislative pen. This would be attributable to the proposed 50% "derating" of residential property for taxation purposes so that there would appear to be proportionately more taxable commercial-industrial property than at present.

Clearly, in the long run, a prescribed assessment ratio may be rendered meaningless by possible further legislative changes. Also, market values could change in the long run so as to disturb the ratio after it has been initially attained.

COMPATIBILITY WITH OTHER O.P. GOALS

The 60/40 ratio concept (interpreted in present-day terms) appears to be in potential conflict with important O.P. objectives, viz:

- balance of employment opportunities and population,
- diminution of commuter outflow,
- development of predetermined commercial-industrial floor space (related to employment opportunity)
- development of diversified housing mix.

The concerns with respect to the foregoing are examined below.

...

HOUSING MIX IMPLICATIONS

A 60/40 assessment ratio would likely affect the draft Official Plan housing mix required by 1986, given the target for commercial-industrial floorspace and acreage. The evidence is that the relationship between commercial-industrial targets and housing targets for 1986 would not result in a 60/40 ratio and that to achieve such a ratio would require a very significant increase in commercial-industrial development or greatly amended housing targets (much more emphasis on low-cost housing).

Equally, a fiscal capacity criterion set so as to prevent a deterioration from the present mill rate situation would also be in conflict with the 1986 housing mix since lower cost housing tends to put upward pressure on the mill rate. It would be necessary to reduce or eliminate lower cost housing if tax rates were to be stabilized. Alternatively, the City could reduce service levels to accommodate some low cost housing.

EMPLOYMENT OPPORTUNITIES & COMMUTER FLOW

The final evaluation of Phase I of the draft Official Plan had regard to commercial and industrial floor space objectives for the period 1977-1986 in projecting the assessment base for the same period. While the projections did show some improvement in the assessment ratio, the improvement was too small to suggest that a 60/40 ratio could be attained using the floor space criteria. Thus the implication of the evaluation is that a 60/40 goal would require more floor space, which in turn would require more jobs to be created than is allowed for in the O.P. This would upset the equilibrium between population and employment and could conceivably result ultimately in a net commuter inflow with consequential demands on the transportation network which the plan seeks to minimize or avoid.



APPENDIX "B"

POPULATION PROJECTION TO 1986 FOR A TARGET POPULATION OF 395,244

<u>Planning District</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1986</u>
Malton	31,403	31,406	31,409	31,412	31,415	31,418	31,430
Clarkson-Lorne Park	35,481	36,461	37,442	38,423	39,403	40,057	42,673
Port Credit	10,173	10,207	10,240	10,274	10,307	10,340	10,474
Dixie-Shorefront	20,304	20,449	20,593	20,738	20,882	21,027	21,605
Queen Elizabeth	10,447	10,394	10,341	10,287	10,234	10,181	9,969
West Erindale	13,836	14,072	14,308	14,544	14,780	15,016	15,960
West Cooksville	7,258	8,117	8,975	9,834	10,692	11,154	13,003
Cooksville-Munden Park	23,912	24,023	24,135	24,247	24,358	24,470	24,917
Erin Mills West	90	90	90	90	90	90	90
Erin Mills South	13,432	16,364	19,295	22,227	25,159	27,558	37,152
Erindale Woodlands	14,329	14,558	14,786	15,015	15,244	15,473	16,388
Creditview	867	1,704	2,541	3,378	4,215	5,052	8,400
Core Area	2,974	3,247	3,521	3,794	4,068	4,706	7,260
Mississauga Meadows	2,022	3,493	4,965	6,436	7,908	9,380	15,266
Mississauga Valleys	17,225	19,749	22,274	24,799	27,324	28,165	31,532
North Dixie	35,763	35,825	35,888	35,951	36,014	36,076	36,328
North-North Dixie	4,708	6,815	8,923	11,030	13,138	15,246	23,676
Winston Churchill	90	90	90	90	90	90	90
Central Erin Mills	160	160	160	160	160	2,030	9,510
Lisgar	160	160	160	160	160	158	150
Meadowvale West	10,893	13,285	15,678	18,070	20,463	21,751	26,904
Streetsville	9,581	9,662	9,743	9,824	9,905	9,986	10,309
Streetsville East	800	800	800	800	800	790	750
East Credit	610	610	610	610	610	602	570
Hurontario	160	160	160	160	160	158	150
South Dixie Industrial	410	410	410	410	410	406	390
Meadowvale North	60	60	60	60	60	48	0
Meadowvale Village	320	320	320	320	320	316	300
CITY TOTAL	267,466	282,692	297,917	313,143	328,369	341,744	395,244

HOUSING CRITERIA

APPENDIX "C"

	H O U S I N G U N I T S R E Q U I R E D									
	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986
<u>LOW DENSITY</u> Target For Year Total Target	2,541 37,706	2,541 40,247	2,541 42,788	2,541 45,329	2,541 47,870	2,246 50,116	2,246 52,362	2,246 54,608	2,246 56,854	2,246 59,100
<u>MEDIUM DENSITY</u> Target for Year Total Target	1,191 17,535	1,191 18,726	1,191 19,917	1,191 21,108	1,191 22,299	1,053 23,490	1,053 24,543	1,053 25,596	1,052 26,648	1,052 27,700
<u>HIGH DENSITY</u> Target for Year Total Target	1,935 28,710	1,935 30,645	1,935 32,580	1,935 34,515	1,934 36,449	1,710 38,159	1,710 39,869	1,710 41,579	1,710 43,289	1,711 45,000
<u>TOTAL UNITS</u> Target for Year Total Target	5,667 83,951	5,667 89,618	5,667 95,285	5,667 100,952	5,666 106,618	5,009 111,765	5,009 116,774	5,009 121,783	5,008 126,791	5,009 131,800

1986 TARGETS *

UNITS

Low Density	59,100
Medium Density	27,700
High Density	45,000
	<u>131,800</u>

*Source: Official Plan (Draft) p.63

INDUSTRIAL/COMMERCIAL DEVELOPMENT
AND EMPLOYMENT CRITERIA

APPENDIX "E"

<u>SQ. FT.</u>	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986
<u>RETAIL FLOOR AREA</u>	*									
Target for Year	388,172	388,172	388,172	388,172	388,172	388,172	388,172	388,172	388,172	388,172
Total Target	3,506,452	3,894,624	4,282,796	4,670,968	5,059,140	5,447,312	5,835,484	6,223,656	6,611,828	7,000,000
<u>OFFICE FLOOR AREA</u>										
Target for Year	333,828	333,828	333,828	333,828	333,828	333,828	333,828	333,828	333,828	333,828
Total Target	3,015,548	3,349,376	3,683,204	4,017,032	4,350,860	4,684,688	5,018,516	5,352,344	5,686,172	6,020,000
<u>TOTAL FLOOR AREA</u>										
Target for Year	722,000	722,000	722,000	722,000	722,000	722,000	722,000	722,000	722,000	722,000
Total Budget	6,522,000	7,244,000	7,966,000	8,688,000	9,410,000	10,132,000	10,854,000	11,576,000	12,298,000	13,020,000
<u>INDUSTRIAL LAND ACREAGE</u>	**									
Target for Year	177	177	178	177	177	177	177	178	177	177
Total Target	5,875	6,052	6,230	6,407	6,584	6,761	6,938	7,116	7,293	7,470

* To generate 24,000 retail employment opportunities by 1986.

** To generate 82,000 industrial (manufacturing) employment opportunities by 1986.



NOTE:

Attached is a copy of the report
"FINANCIAL EVALUATION - DRAFT OFFICIAL PLAN - PHASE I"
previously presented to Council in June, 1977,
and referred to in the text of the present
report. The detailed supporting information
for individual scenarios has been excluded
in the interests of economy.



City of Mississauga

MEMORANDUM

To MAYOR AND MEMBERS OF COUNCIL.

From Mr. D. A. R. Ogilvie,

Dept. _____

Dept. Commissioner of Finance.

June 6th, 1977

File: F2003

Re: FINANCIAL EVALUATION

DRAFT OFFICIAL PLAN - PHASE I

A financial evaluation of Phase I of the draft Official Plan was completed in August 1976. This evaluation was based on a considerable number of assumptions including assumptions about the amount of development levies and the required level of service for capital facilities. On April 20th, 1977, Council established somewhat different levels for development levies and service levels from those assumed thus necessitating revision of the evaluation.

In carrying out this revision, the original terms of reference for the Study have been adhered to. The original purpose of the evaluation was to provide an analysis of Phase I of the draft Official Plan as defined. The Study therefore examines the impact of a population increase to 395,000 in total by 1986 with the growth being allocated to specific communities within the geographical area of Phase I. The analysis is confined to those municipal services for which the City of Mississauga has direct financial responsibility and does not take into account the effects of Phase I on other local jurisdictions including the Region of Peel, the School Boards or the conservation

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authorities. The following points should therefore be borne in mind:

- . the study was not intended to justify phasing,
- . it is restricted to City services,
- . it is restricted to Phase I of the draft Plan.

Methodology

The Study examines municipal costs and revenues for the period 1977-1986 and their fiscal impact in terms of the assessment base. Revenues and expenditures are derived from a base of average per capita figures driven by the assumed pattern of population and housing growth. The assessment base is projected on the basis of additional housing units generated and assumed industrial-commercial development. The Study assumes that the current level of service will be maintained (in dollar terms) for day-to-day operations and that capital expenditure requirements will be financed pro rata population increases to meet the lower of current or target service level. It is also assumed that there will be no constraint on the issue of debentured debt and that full nominal subsidies will be received in respect of eligible services and facilities, except that an annual dollar ceiling has been assumed in the case of M.T.C. road subsidy of \$3 million. Calculations are carried out in terms of current dollars and thus no allowance has been made for future rates of inflation.

The results of the analysis are interpreted in terms of taxation, assessment, and debt position from the following:

- . Residential mill rate
- . Percentage change in mill rate in real terms

continued/3

June 6th, 1977

- . Tax burden on a \$25,000 residential assessment
- . Residential assessment as a percentage of total assessment
- . Total taxable assessment per capita
- . Debt charges as a percentage of net tax levy

Alternative Scenarios

As the evaluation is based on a variety of assumptions, a number of alternative cases have also been examined to establish the sensitivity of the key factors to changes in selected assumptions.

The major assumptions used in the base line scenario (Scenario A) are as follows:

- . current service level is maintained (in dollar terms),
- . there is no limit on debenture debt financing,
- . 1986 population target is 395,000
- . road subsidy is subject to an annual ceiling of \$3 million,
- . all other subsidies are credited at full nominal rates,
- . residential assessment increases at an average of \$24,000 per unit,
- . new John Doe levy applies except to "Big 3" development,
- . "Big 3" levies remain at present levels,
- . full allowance is made for capital replacement costs.

Scenario B

Uses same assumptions as Scenario A except that all developers are assumed to pay the new "John Doe" levy on as yet uncommitted new development. The Scenario therefore shows the impact of a uniform development levy policy.

continued/4

Scenario C

Similar to Scenario A except that "Big 3" developers are assumed to pay a per capita levy of \$350.12 (as suggested in their consolidated submission of August 5th, 1976) on as yet uncommitted new development.

Scenario D

Same as Scenario A except that "replacement capital" has been excluded.

Scenario E

Same as Scenario A except that the population targeted for 1986 has been reduced to 287,252. This represents the minimum population growth based on presently committed development assuming no further land releases. This Scenario therefore reflects the impact of a slow residential growth rate with relatively rapid industrial-commercial assessment growth.

Scenario F

Same as Scenario A except that the population targeted for 1986 has been increased to 443,244 - i.e. 48,000 more than projected for Phase I. This scenario therefore reflects the impact of an accelerated residential growth rate with a relatively slower industrial-commercial assessment growth.

Scenario G

Same as Scenario A except that the assessment per residential unit is reduced to an average of \$20,000 - equivalent to 50 per cent of the new housing units being assumed to be "low cost" (i.e. having an average assessment per unit of \$16,000).

continued/5

Results of the Analysis

The results of the evaluation for the above scenarios are summarized in the following table:-

	1976	1986						
		A	B	C	D	E	F	G
1. Mill Rate	6.95	9.91	9.36	9.61	8.73	7.32	10.83	10.27
2. % change in MR/1976	-	42.58	34.67	38.27	25.61	5.32	55.83	47.77
3. \$25,000 tax burden (\$)	174	248	234	240	218	183	271	257
4. % Res. Assess't. of total	69.0	68.58	68.58	68.58	68.58	62.4	70.76	67.23
5. Taxable assess't./capita (\$000)	12.0	13.0	13.0	13.0	13.0	15.0	12.5	12.5
6. Debt Chgs. as % of tax levy	32.65	38.73	34.15	36.35	28.14	29.17	40.80	38.89

Comments

The analysis shows that the residential mill rate for Scenario A would rise by about 3.6 per cent per annum over the ten years for a total increase in real terms of about 43 per cent. While the annual rate of increase may appear modest it should be borne in mind that the mill rate has shown no growth in real terms over the period 1971-77. The acceptability of a sustained real growth of 3.6 per cent per annum over a ten-year period is therefore questionable in light of past experience.

Scenarios B and C show that some improvement in the mill rate can be achieved by increasing development levies, while Scenario D shows the effect of reducing capital expenditure. Scenario E shows that slowing the growth rate would reduce the mill rate while Scenario F shows that an accelerated growth rate would increase the mill rate relative to Scenario A. Scenario G shows that increased emphasis on low cost (low assessment) housing would also tend to increase the mill rate.

continued/6

Collectively, the Scenarios indicate that in order to minimize mill rate increases in Phase I the City should seek to improve revenues (increase levies), cut capital expenditures (reduce service level) and reduce the rate of growth. Implicitly, the City should also seek increased subsidy assistance from the Province.

The fundamental reason for the mill rate increases shown in the table is that new population brings demands for capital facilities and expenditures which exceed the additional revenue generated. Unless non tax revenue sources expand at the same rate as the population, either the mill rate will go up or the service level must come down. Reference to the detailed financial summary tables shows that there are distinct differences in the mill rate patterns for the different scenarios. Scenarios A, B, C, F, and G all show a rising trend in the mill rate which would seem to indicate that the mill rate would continue to rise in Phases II and III. Scenario D, which excludes replacement capital, although showing a mild increase, exhibits a much more stable mill rate picture. This is because the reduced capital requirements are counterbalanced by debt retirement. The low-growth Scenario E shows a declining mill rate trend which requires to be interpreted with care. This Scenario is a low residential growth case but with a "normal" commercial-industrial assessment growth. In effect, Scenario E shows the benefit of vigorous non-residential development in which fiscal capacity increases faster than population-generated service demands. This is reflected in sharply increased assessment per capita and a much improved commercial to residential assessment ratio. (Scenario F, with accelerated residential growth, shows the opposite effect).

continued/7

As the primary aim in the analysis is to refer comparisons to current service levels in 1977 terms, no constraint is assumed with regard to the incurring of debenture debt. It will be noted that all Scenarios produce debt-charge-to-net-tax-levy ratios considerably in excess of the City's 25 per cent guideline. The Scenario producing the best 1986 ratio is Scenario D which represents a cut back in capital expenditure relative to the other scenarios. The Study results would indicate that service levels cannot be maintained in a growth environment within a 25 per cent guideline given present non tax revenue sources.

Taxable assessment per capita is projected to be \$13,000 by 1986. A comparison of the effects in Scenarios E, F and G shows that accelerated or decelerated residential growth will disturb this ratio and underscores the need for counterbalancing residential development with commercial and industrial development. Heavy emphasis on low cost housing (Scenario G) would likely have a negative impact on the City's overall fiscal capacity.

Conclusions

The analysis suggests that the City will experience difficulty in maintaining current levels of service in Phase I since this can only be achieved at the cost of significant tax increases which past experience suggests will not be acceptable. The evaluation is unable to specify in which service areas the deficiencies would most likely occur as Council has declined to determine priorities for the allocation of debt quotas. However, Council's policy of not constructing roads without full M.T.C. subsidy suggests that this service area would

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suffer severely in the absence of considerable increases in current subsidy levels. It is important to keep in mind the possibility that cumulative service level shortfalls by 1986 could have a bearing on the practicality of proceeding with Phase II at that time.

The scenarios illustrate that the City has many conflicting choices for the management of growth in Phase I. The evidence appears to suggest that restricted growth will produce less painful consequences for the municipal taxpayer, particularly if emphasis can be given to non residential development, but even a minimum residential growth plan (Scenario E) still implies tax increases and/or declining service levels.

In reviewing the financial implications of Phase I it should be borne mind that the financial goal is only one of many in the draft Official Plan. Council should therefore carefully weigh the importance attached to the financial goal against the benefits implicit in the other Official Plan goals. At the same time, it should be remembered that impact of Phase I on the City's financial position is not necessarily indicative of the effect of Phase I on other local jurisdictions nor on the private sector. To the extent that the draft Official Plan is intended to be for the benefit of the total community and not just for the City as a municipal corporation, it would seem desirable for Council to consider this financial evaluation as but a partial view of a much broader picture.

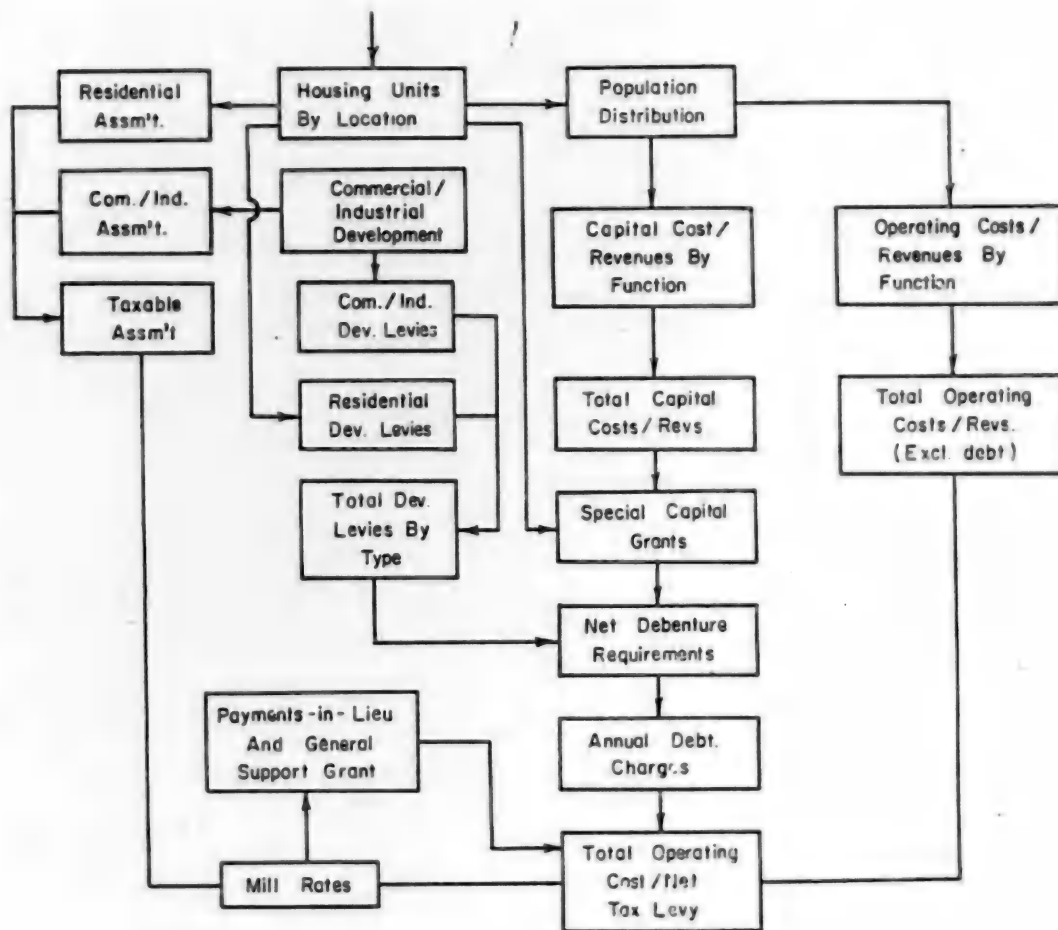
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O.K. 2/24

D. A. R. Ogilvie
D. A. R. Ogilvie,
Commissioner of Finance.

APPENDIX 1

FINANCIAL EVALUATION MODEL STRUCTURE



APPENDIX 2

The financial evaluation of Phase I of the Draft Official Plan was carried out using a computer simulation model. The model is of the familiar cost-revenue type, and its basic structure is shown in Appendix 1.

It should be noted that the model is "interactive" - that is, it is activated and controlled from a computer terminal which allows the user to interact directly with the computer during processing.

The computer actually poses questions to which the user must respond during execution of the program. The following information must be supplied during a full scale evaluation:

- (1) 1986 Target Housing Units by Community
- (2) 1986 Target Industrial Acreage
- (3) 1986 Target Retail and Service Floorspace
- (4) 1986 Target Prestige Office Floorspace
- (5) Average Assessed Value Per New Housing Unit
- (6) Average Total Taxable Assm't. Per New Sq.Ft. of Commercial Floorspace
- (7) Average Total Taxable Assm't. Per New Acre of Industrial Land
- (8) Pre-April 20, 1977 John Doe Acreage Levy
- (9) Pre-April 20, 1977 Big Three Acreage Levy
- (10) John Doe Net Residential Levy Per Capita Under New Policy
- (11) Big Three Net Residential Levy Per Capita Under New Policy
- (12) Average Appraised Value of One Acre of Fully Serviced Industrial Land
- (13) Density of Development (units/acre)
- (14) Acreage Levy on Com./Ind. Lands
- (15) Transit Gross Per Capita Cost
- (16) Buses Requiring Replacement by 1986
- (17) MTC Nominal Subsidy Rate for Transit
- (18) Roads Gross Per Capita Cost
- (19) Annual Reconstruction Cost for Roads
- (20) MTC Nominal Subsidy Rate for Roads
- (21) MTC Annual Subsidy Ceiling for Roads
- (22) Watercourse Improvement Gross Per Capita Cost
- (23) Annual Subsidy for Watercourse Improvements
- (24) Grade Separations Gross Per Capita Cost

continued/2

- (25) CTC Nominal Subsidy for Grade Seps.
- (26) Fire Gross Per Capita Cost
- (27) Pumpers Requiring Replacement by 1986
- (28) Aerials Requiring Replacement by 1986
- (29) Squad Wagons Requiring Replacement by 1986
- (30) Fire Stations Requiring Replacement by 1986
- (31) Library Gross Per Capita Cost
- (32) Library Annual Capital Replacement Cost
- (33) Recreation and Parks Gross Per Capita Cost
- (34) Rec. and Parks Annual Capital Replacement Cost
- (35) Rec. and Parks Per Capita Subsidy
- (36) General Government Gross Per Capita Cost
- (37) Gen. Gov't. Annual Capital Replacement Cost
- (38) % of Housing Units Qualifying for Special Capital Grants
- (39) \$ Amount of Special Grant Per Qualifying Unit
- (40) Interest Rate Assumed for New Debt
- (41) Term Assumed for New Debt

Any one or combination of the above variables may be changed in successive executions of the model, thus allowing relative sensitivities to be examined. Appendices A-G contain the results of the analysis for Scenarios A-G respectively. In each successive scenario all but one variable are held constant (as described in the text) so that the relative impact of a change in one factor may be isolated.

APPENDIX 3

APPENDIX 3

INTERPRETATION OF RESULTS

The analysis in Scenarios A-G uses average per capita values for base costs and revenues. These are generally valid for Phase I and may be valid for Phases II and III provided that the particular circumstances of an individual case do not involve special or unusual cost/revenue conditions. Some caution is therefore required in extending the analysis beyond the confines of Phase I. For example, Scenario F, which uses a target population in excess of that proposed for Phase I is subject to this qualification.

The analysis shows the full costs and revenues generated by the population. It should be remembered, however, that in practice not all the costs would necessarily be incurred in the ten-year period. In particular, capital costs might be expected to be spread over an extended time frame. It is therefore important to recognize that analysis in many respects differs from the approach used in budgeting and that direct comparisons with budgets cannot be made. For similar reasons the analysis cannot be used for cash-flow projection purposes.

The individual scenarios were selected to test the sensitivity of the mill rate and other factors to changes in specific assumptions. It is not implied that such changes are necessarily realistic or that the scenarios represent recommended or viable course of action. With this in mind, it is recommended that the scenarios be considered relative to one another and not in terms of specific absolute values.

A final general caution concerns the interpretation of population growth alternatives with particular reference to relatively small non contiguous development. The qualification with respect to the applicability of average cost factors mentioned above applies particularly to these situations but while the model will project the financial impact of a specified service level, it does not guarantee that the service level can or will be delivered. Many capital facilities have large population thresholds which could not be achieved by small developments on their own so while the model will calculate a proportionate share of the cost within the timeframe of Phase I, the delivery of the benefits could be contingent on further development occurring at a later point in time. This situation is considerably less likely in the context of larger scale development on a contiguous basis.

south-west mississauga transportation study

march 1978

transportation division
planning department
city of mississauga

ITEM: 2

CITY OF MISSISSAUGA

PLANNING DEPARTMENT

MEMORANDUM

TO

R.A. Searle, Mayor and Members of the City of Mississauga Council

FROM

R.G.B. Edmunds, Commissioner of Planning and
W.P. Taylor, Commissioner of Engineering, Works
and Building

SUBJECT

South-west Mississauga Transportation Study.

COMMENTS

(i) Introduction

On November 22, 1976, the General Committee of Council for the City of Mississauga adopted the following recommendation:

"That the City Planning Department and the City Engineering Department conduct a study of the transportation requirements of the area bounded by Dundas Street West, Hurontario Street, Lakeshore Road West, and Southdown/Erin Mills Parkway in accordance with the terms of reference attached to the November 4, 1976 report on the Future Role of Mississauga Road."

The planning report on the future role of Mississauga Road indicated that increasing vehicular traffic on roads in the southwest quadrant of the City was occurring due to local infilling in adjacent residential areas and the growth of Mississauga in general. The widening of Mississauga Road was mentioned among several improvements which could help ease future transportation problems in the area.

Parts of Mississauga Road have been given a scenic route designation. During the review of the draft Official Plan by General Committee it was recommended that Section 4.5.3.1(g) which addresses the subject of scenic routes be adopted as follows:

- "(g) Mississauga will ensure that any maintenance or physical modification of scenic routes reinforces or enhances the scenic route qualities of roadways so designated. In the event that planned major modifications are expected to have an adverse impact on the scenic route qualities of designated scenic routes, an amendment to this Plan will be required."

(ii) Background

The section of Mississauga Road between Lakeshore Road and Dundas Street is tree-lined with many large houses along its frontages. Exhibit 1 is a photograph of the southern portion of Mississauga Road and Exhibit 2 is a photograph of Mississauga Road looking south from Springbank Road. Mississauga Road is a two-lane facility with curbs and gutters where development exists adjacent to the roadway.

Mississauga Road is recommended to be designated as an 86 foot right-of-way in the draft Official Plan. This includes 10-foot strip of land on both sides to be dedicated in accordance with City policy as follows:

- "1. Mississauga Road, between the North Sheridan Way and Springbank Road is hereby re-confirmed as a Scenic Route in the City of Mississauga, and no further widening of the paved and travelled portion of this part of Mississauga Road will take place.
2. The City will continue to require the dedication of a 10-foot strip of land on both sides of that part of Mississauga Road aforementioned, as a condition of all subdivision development and land severances.



EXHIBIT 1: Mississauga Road north of the Q.E.W.



EXHIBIT 2: Mississauga Road at Springbank Road looking south.

3. The 10-foot strip of land so acquired is to be used to create bicycle paths and public walkways and used for any other purpose which is compatible with, and will complement the establishment of the Scenic Route."

This resolution (Number 521) was adopted by City Council on September 13, 1976.

Several reports have been prepared in the past that are concerned with the subject of this study. The Queensway Bridge issue in particular has generated a number of studies. The functional Planning Report on the Queensway Extension, prepared in 1968 by McCormick, Rankin, and Associates Limited, for the County of Peel establishes the design requirements for construction of the Queensway between Dixie Road and Winston Churchill Boulevard. A September 18, 1975 staff report to the Region of Peel Planning Committee recommended:

"That the Queensway be extended west of Hurontario Street as a continuous roadway across the Credit River to connect with Erin Mills Parkway."

A report titled, "Residents Evaluation of the Queensway West-Credit River Artery Concept"(1) opposed a Credit River crossing along the Queensway alignment. The report was submitted by the Traffic Committee of the Glensharon Residents Association. The general position and objectives of the report were endorsed by Erindale Woodlands Ratepayers Incorporated (by petition) and the Glen Erin Ratepayers Association.

The Oakridge-Mississauga Road South Ratepayer Group retained consultants to conduct a study on the Queensway Bridge. (2)

The report recommended that:

- the Queensway be completed as a four lane arterial between Etobicoke Creek and Mavis Road;
- Mavis Road be widened to four lanes northerly to Dundas Street (since completed);

(1) Public Participation - Public Response Volume V
(2) Public Participation - Public Response Volume III

- Dundas Street be widened to six lanes from Erin Mills Parkway to at least Mavis Road.

The Roads Needs Study, completed by McCormick, Rankin and Associates Limited in 1969 for the County of Peel recommended that construction of the Queensway proceed as planned in the Queensway Extension Functional Planning Report.

The City of Mississauga Roads Needs Study 1976-1985 predicted a six to ten year service deficiency on Mississauga Road between approximately Springbank Road and Mississauga Crescent.

(iii) Discussion

(a) Population

The study area population was 36,600 in the early part of 1977, of which 19,200 (52%) was located West of the Credit River and 17,400 (48%) was located East of the Credit River. This is expected to increase to approximately 61,600 by 1986, with the area West of the Credit River accounting for 58% (35,500) of the population and the remaining 42% (26,100) being East of the Credit River.

TABLE 1

POPULATION GROWTH FOR ORIGINAL STUDY AREA

	1977 Pop.	1981 Pop.	1977-1981 % Increase	1986 Pop.	1977-1986 % Increase
West of Credit River	19,200	28,700	+50%	35,500	+85%
East of Credit River	17,400	19,300	+11%	26,100	+50%
Total	36,600	48,000		61,600	

The original study area was expanded to include the Erin Mills South District and the residential areas immediately west of Erin Mills Parkway/Southdown Road. These areas will experience substantial growth in the next ten years and have considerable impact on the study area transportation system.

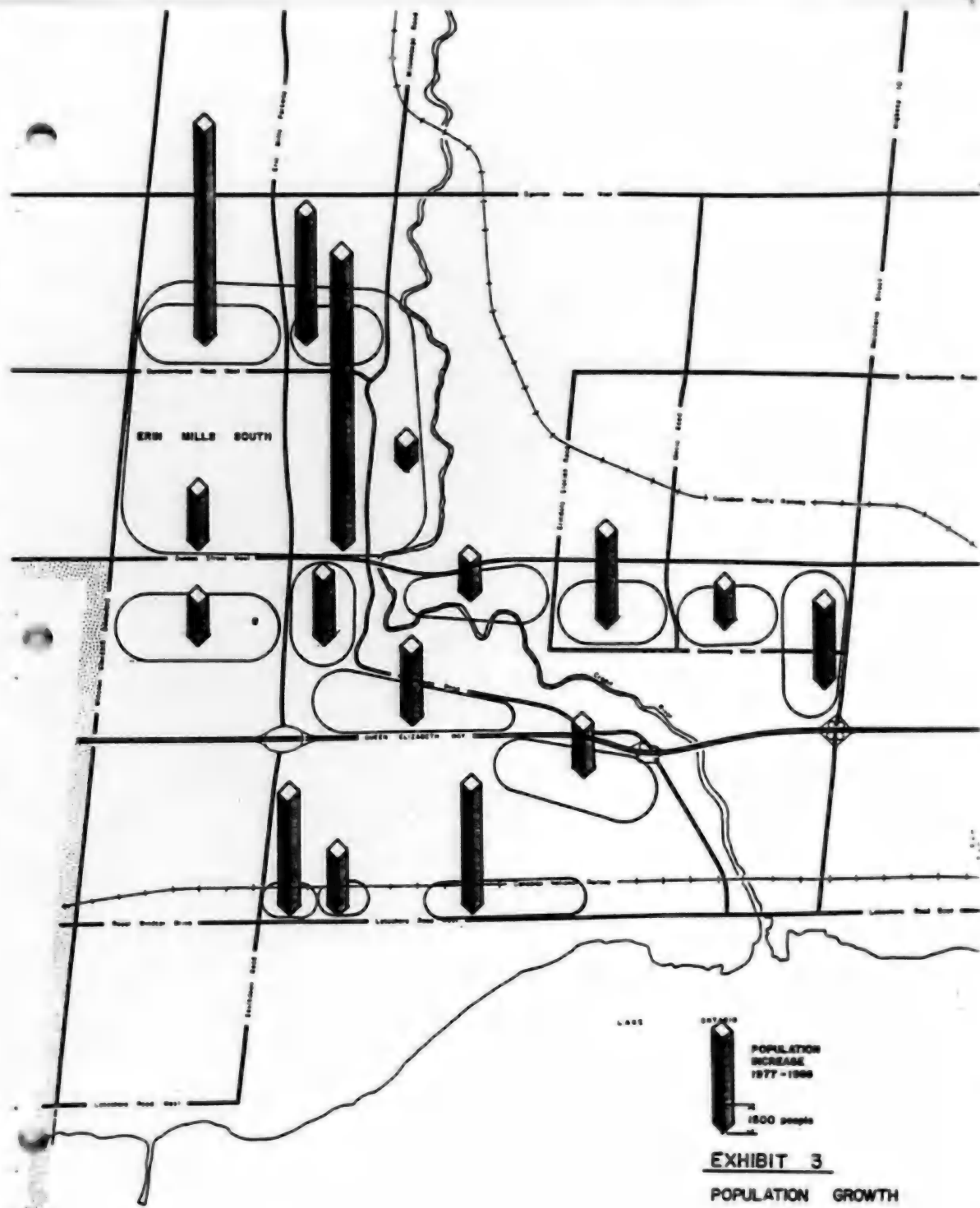
The expanded study area is projected to grow from an existing population of approximately 78,400 to approximately 133,000 by 1986. The area West of the Credit River will account for 80% (107,000) of the population and the remaining 20% (26,000) will be located East of the Credit River. Exhibit 3 indicates the locations where the population growth will take place.

TABLE 2

POPULATION GROWTH FOR EXPANDED STUDY AREA

	<u>1977</u> <u>Pop.</u>	<u>1981</u> <u>Pop.</u>	<u>1977-1981</u> <u>% Increase</u>	<u>1986</u> <u>Pop.</u>	<u>1977-1986</u> <u>% Increase</u>
West of Credit River	61,000	82,800	+36%	106,700	+75%
East of Credit River	17,400	19,300	+11%	26,000	+50%
Total	78,400	102,100		132,700	

In fact, the population of the combined planning districts of Erin Mills (South, West, Central), Winston Churchill and Streetsville is projected to increase from 24,000 in 1977 to approximately 176,000 by the ultimate planning year.



(b) Traffic

Traffic within and through the study area is restricted due to the existence of several natural and man-made barriers which force all traffic crossing these barriers to use a few main roads. The Q.E.W. and Hydro Right-of-way force traffic desiring north-south movement through the study area to use Erin Mills Parkway/Southdown Road, Mississauga Road or Hurontario Street. Similarly, the Credit River Valley forces traffic with an east-west desire in the study area to use Dundas Street, Lakeshore Road or the Q.E.W. The problem is compounded since the study area lies within a corridor which is used by outside traffic. Using the analysis procedure (3), it was estimated that a substantial proportion of the peak hour, peak direction vehicle trips originate outside the study area.

On Dundas Street, such trips were estimated to constitute 40 per cent of the traffic and on Erin Mills Parkway 20 per cent between Dundas Street and the Q.E.W. The possibility of environmental damage poses certain restrictions on construction in the area of river valleys, ravines, and woodlots. Several environmental planning areas, as described in the draft Official Plan, exist within the study area. The Credit River Valley and a few wooded areas are designated as Environmental Protection Areas, the most sensitive of the three planning areas.

The Land Use Policies in the draft Official Plan (Section 5.7.3.2 (b)) states that:

"That where public works are planned to traverse, coincide with, or otherwise affect Environmental Planning Areas, an Environmental Assessment Report shall be required. The Environmental Assessment Report will identify the potential environmental impacts of the proposed public works, will determine how these impacts can be avoided or minimized; and will present appropriate mitigating and remedial measures."

-
- (3) South-west Mississauga Transportation Study - Planning Report.

(c) Socio-Economic Character

The study area consists largely of middle-high income families who live in detached houses with an average person/household ratio of 3.5. The majority of the labour force is employed in the managerial and professional fields of which approximately 50 per cent travel to Metro to work. The mode of travel to work is very auto-oriented with approximately 90 per cent using the automobile for at least part of their work trip. (4)

It is Mississauga's intention to achieve a higher degree of self-containment - that is, a higher proportion of the City's residents employed within the City. The draft Official Plan sets out a large number and variety of goals, objectives and policies aimed at the achievement of self-containment; for example:

- increased number of employment opportunities;
- better mix of employment opportunities;
- better mix of housing supply;
- increased use of public transit;
- decreased reliance on long-haul transportation facilities.

The actual socio-economic make-up of the study area should not change substantially by 1986. However, the travel patterns for work are forecast to change such that only 30 per cent of the labour force will have a desire to travel to Metro while 55 per cent will remain in Mississauga.

The reorientation of the travel patterns will increase the travel demand on the Mississauga road systems and decrease (relatively) the dependence on the freeway system.

In the ultimate (or very long-term) with the trend toward greater self-containment, an even greater reorientation of work travel patterns will occur. It is projected that only 23 per cent of the work trips will be destined from the study area to Metro and that 63 per cent will be destined within Mississauga.(5)

A travel demand analysis procedure is used to analyse how the increase of trips could be accommodated via various alternatives which would allow Mississauga Road to retain its existing character as a scenic and two-lane cross-section. The procedure takes into consideration the committed and potential growth within the study area by 1986 as well as the residential areas immediately west of Erin Mills Parkway/Southdown Road. The residential neighbourhood of Erin Mills South because of its substantial growth by 1986 has a large impact on the road system forming the northern and western edges of the study area.

Eight residential zones (Exhibit 4) were used as the basis for the generation and distribution analysis. It was found that the A.M. Peak Hour vehicle work trips increase from 11,328 in 1977 to 19,900 in 1986. The reorientation of the work trips remaining in Mississauga by 1986 would result in 6,100 vehicles being added to the local road system.

Several road network improvements were analyzed:

1. upgrading and widening of existing roads;
2. construction of Queensway Bridge;
3. construction of North Sheridan Way/Premium Way Bridge;
4. construction of bridges across the Q.E.W. and Credit River to link Springbank Road to Indian Road to Mineola Road.

(5) South-west Mississauga Transportation Study - Planning Report.

Since the work trip patterns are to become more Mississauga oriented, especially from the study area towards the north-east, cursory analysis showed that network improvement number 4 would provide minimal relief to the forecasted demands.

A detailed analysis of the first three network improvements was carried out which included traffic assignments for each improvement scheme. Each traffic assignment assumed that the following roadway links would be in existence by 1986:

1. The Winston Churchill Boulevard - Q.E.W. interchange;
2. The completion of the Burnhamthorpe Road bridge crossing the Credit River;
3. The completion of Highway 403 from Highway 401 to the Q.E.W.;
4. Mississauga Road remaining as a two-lane collector.

The assumptions pertaining to the Winston Churchill Boulevard - Q.E.W. interchange, the Burnhamthorpe Road bridge and Highway 403 allowed for the assignment of approximately 4,000 vehicles travelling eastbound via the Highway 403 - Burnhamthorpe Road corridor. This assignment does not account for those trips north of Burnhamthorpe Road and west of Winston Churchill Boulevard which would also occur in this corridor.

The average a.m. peak hour assignment to the Dundas Street - Q.E.W. - Lakeshore corridor crossing the Credit River was approximately 11,000 vehicles travelling eastbound, of which approximately 60% (6,800) were generated from the expanded study area.

The consideration of Mississauga Road to remain as a two-lane collector would preserve its scenic nature. However, because Mississauga Road interchanges with the Q.E.W. and provides the only north-south crossing of the Q.E.W. between Erin Mills Parkway and Hurontario Street it will be expected to carry more traffic in the future than it presently does.

These assignments indicated the type and level of transportation improvements required for the road network to handle the projected traffic volume.

Analysis of Improvement Scheme

The analysis indicated that certain facility improvements are common to each improvement scheme. These improvements will be required regardless of which scheme is decided upon.

Common Facility Improvements

- Widen Queensway to a four-lane arterial from Mavis Road to Confederation Parkway;
- Widening Hurontario Street to a six-lane arterial from Lakeshore Road to Dundas Street;
- Widening Erin Mills Parkway/Southdown Road to a six-lane arterial from Dundas Street to Truscott Drive;
- Upgrading of Erin Mills Parkway - Q.E.W. interchange;
- Operational improvements on Lakeshore Road which would include:
 - provision of left turn storage lanes at all signalized intersections and/or restriction of left turns at critical intersections;
 - reorientation from angle parking to parallel parking in Port Credit Business District;
 - improved traffic signal system including interconnection of signals.

Note: By about 1986, serious consideration will have to be given to widening Lakeshore Road to a six lane arterial. If full development along the Lakeshore corridor occurs earlier than projected by staff, consideration to such widenings will have to be moved up accordingly.

- Operational improvements on all arterial streets such as improved signal systems and intersection channelization.

Scheme (A) Widening Dundas Street

The improvements required to accommodate the projected 1986 traffic volume under Scheme (A) are:

- the existing transit share of the Modal Split of 10% to increase to 15%;
- the existing vehicle occupancy of 1.1 to increase to 1.3;
- implementation of all common facility improvements;
- widening Dundas Street to a six-lane arterial from Erin Mills Parkway to Hurontario Street.

Scheme (B) Queensway Crossing

The improvements required to accommodate the projected 1986 traffic volume under Scheme (B) are:

- the existing transit share of the Modal Split of 10% to increase to 13%;
- implementation of all common facility improvements;
- construction of Queensway as a four lane arterial from Erin Mills Parkway to Mavis Road;
- upgrading of Confederation Parkway from Queensway to Dundas Street.

Scheme (C) North Sheridan Way/Premium Way Crossing

The improvements required to accommodate the projected 1986 traffic volume under Scheme (C) are:

- implementation of all common facility improvements;
- widening Dundas Street to a six-lane arterial from Erin Mills Parkway to Hurontario Street;
- construction of North Sheridan Way/Premium Way as a four lane major collector from Springbank Road to Hurontario Street;
- construction of a four lane major collector linking Queensway to North Sheridan Way west of the Credit River. Since it is virtually

impossible to construct this collector on the land fill site, the only practical route is via an improved alignment along Robin Drive, Temp Road, and Springbank Road;

- construction of a four lane collector linking Queensway and Premium Way east of the Credit River. The only practical way of providing this connection is by upgrading Stavebank Road.

The details fo the three improvements schemes are summarized on Exhibit 5.

Any one of the three schemes mentioned above will enable the study area to handle traffic demands generated by a population not exceeding 110,000 in the "Expanded Study Area" (6) West of the Credit River which is expected to occur approximately by 1986. Each scheme accomplishes this with varying degrees of effectiveness as evidenced by the extent of improvements and widenings associated with each scheme and the required modal split and vehicle occupancy.

Increases in traffic through and within the study area beyond 1986 are certain, given the current plan of development for the City of Mississauga. As already mentioned, 63 per cent of the work trips from the study area will ultimately be staying within Mississauga as opposed to 55 per cent in 1986, and 40 per cent in 1977.

Because of the increased employment opportunities in the City Core, it is likely that trips to the Core from outside Mississauga will increase as well. The increase of Oakville's population from 94,000 to 130,000 between 1986 and 2000, combined with close proximity and increased employment opportunities in the Core will result in increased use of study area arterials by Oakville residents.

Evaluation Procedure

The three schemes were evaluated by measuring them, on a relative basis, against these six objectives:

-
- (6) "Expanded Study Area" is bordered by the Parkway Belt to the north, the Credit River to the east and Winston Churchill to the west and Lake Ontario to the south (excluding Port Credit)."

EXHIBIT 5

SYSTEM IMPROVEMENT SCHEMES

IMPROVEMENT SCHEME A - WIDENING DUNDAS STREET
 IMPROVEMENT SCHEME B - QUEENSWAY CROSSING
 IMPROVEMENT SCHEME C - NORTH SHERIDAN WAY/PREMIUM WAY CROSSING

<u>COMMON FACILITY IMPROVEMENTS</u>	<u>SCHEME A</u>	<u>SCHEME B</u>	<u>SCHEME C</u>
Widen Queensway to a Four-Lane Arterial from Mavis Road to Confederation Parkway	●	●	●
Widen Hurontario Street to a Six Lane Arterial from Lakeshore Road to Dundas Street	●	●	●
Widen Erin Mills Parkway/Southdown Road to a Six Lane Arterial from Dundas Street to Truscott Drive	●	●	●
Upgrading of Erin Mills Parkway/Q.E.W. Interchange	●	●	●
Operational Improvements of Lakeshore Road	●	●	●
- provision of left turn storage lanes at all signalized intersections and/or restriction of left turns at critical intersections;	●	●	●
- reorientation from angle parking to parallel parking in Port Credit Business District;	●	●	●
- improved traffic signal system including interconnection of signals	●	●	●
Operational Improvements on all Arterial Streets such as Improved Signal Systems and Intersection Channelization	●	●	●
Widening Dundas Street to a Six Lane Arterial from Erin Mills Parkway to Hurontario Street	●		●
Construction of Queensway as a Four Lane Arterial from Erin Mills Parkway to Mavis Road		●	
Upgrading of Confederation Parkway from Queensway to Dundas Street		●	
Construction of North Sheridan Way/Premium Way as a Four Lane Arterial from Springbank Road to Hurontario Street			●
Construction of a Four Lane Major Collector west of Credit River from Queensway to North Sheridan Way via Improved Alignment of Robin Drive, Temp Road, and Springbank Road.			●
Construction of a Four Lane Major Collector east of Credit River from Queensway to Premium Way via Upgraded Stavebank Road			●

- minimize Cost;
- minimize Social Impact;
- minimize Environmental Impact;
- maximize Accessibility;
- maximize Transit Flexibility;
- maximize System Continuity.

Each scheme was assessed as being:

○ poor

◐ fair

● good

with respect to the particular objective. Assuming equal weighting of the six objectives, the evaluation rated the Widening of Dundas Street as best, the Queensway crossing as second and the North Sheridan Way/Premium Way crossing as third (see Exhibit 6).

CONCLUSIONS

Additional east-west capacity is necessary between Dundas and the Q.E.W. and this study has looked at a number of alternative solutions.

The widening of Mississauga Road to a four-lane collector would be contrary to the policies of the draft Official Plan which recommend its retention as a scenic road. Furthermore, the widening would have only slight impact on the improvement schemes discussed in the report. Of the three schemes evaluated, the widening of Dundas Street emerged as the first choice, the Queensway option as the second and the North Sheridan Way option as the third.

If the transportation system is to accommodate the projected traffic volumes, one of the three improvement schemes must be implemented before the population for the expanded study area, west of the Credit River, reaches 110,000 (approximately 1986). Following the attainment of a population of 110,000 an additional four-lane crossing of the Credit River between Dundas Street and the Q.E.W. (i.e. one of the two remaining

EXHIBIT 6
EVALUATION OF IMPROVEMENT SCHEMES

IMPROVEMENT SCHEME	ENVIRONMENTAL IMPACT	SOCIAL IMPACT	COST	ACCESSIBILITY	TRANSIT FLEXIBILITY	SYSTEM CONTINUITY
WIDENING DUNDAS ST.	●	●	●	◐	◐	◐
QUEENSWAY SCHEME	○	◐	◐	●	●	●
NORTH SHERIDAN WAY- PREMIUM WAY SCHEME	◐	○	○	◐	○	○

LEGEND

- Poor
- ◐ Fair
- Good

alternative schemes) must be implemented. According to the transportation analysis and the evaluation procedure, the Queensway crossing of the Credit River is a better alternative than the North Sheridan Way/Premium Way crossing.

To protect all three options, the appropriate rights-of-way should be resolved and the draft Official Plan should be amended accordingly.

RECOMMENDATIONS

The following recommendations are based upon the assumption that the Burnhamthorpe Road bridge over the Credit River, the Winston Churchill Boulevard interchange at the Q.E.W., and Highway #403 from the Q.E.W. to Highway #401, will be completed as currently scheduled. On this basis, the following is recommended:

1. That Scheme A - Widening of Dundas Street - as detailed in the (South-West Mississauga Transportation Study of March 7, 1978), be implemented by 1986; and that among the other improvements required under Scheme A priority be given to improvements on Erin Mills Parkway, Lakeshore Road and Hurontario Street.

2. That the following amendments be made to the draft Official Plan:

- (a) Subsection 4.5.3.1 be amended by adding the following statements:

In order to retain the option of an additional crossing of the Credit River between Dundas Street and the Q.E.W., the following roadway links will be protected as a basic 25 metre (86 foot) rights-of-way:

- Queensway
(from Erin Mills Parkway to Mavis Road)
- North Sheridan Way/Premium Way
(from Springbank Road to Hurontario Street)
- Robin Drive/Temp Road
(from Queensway to Springbank Road)

- 15 -

- Springbank Road
(from Mississauga Road to North Sheridan Way)
- Stavebank Road
(from Queensway to Premium Way)

Prior to construction of any crossing of the Credit River between Dundas Street and the Queen Elizabeth Way, an Official Plan Amendment will be required.

- (b) Schedules to the draft Official Plan showing the transportation network and the designated rights-of-way be amended appropriately to show the retention of the rights-of-way referred to in 3(a).

ITEM 3

RECOMMENDED CHANGES TO THE DRAFT OFFICIAL PLAN

1. That By-law 674-76 be repealed, the following draft by-law be recommended for approval, and Section 1.1.1* be deleted and replaced accordingly:

1.1.1

CITY
APPROVAL

WHEREAS, pursuant to The Regional Municipality of Peel Act, S.O. 1973, c. 60, the former Towns of Port Credit and Streetsville were amalgamated and part of the former Town of Mississauga; and part of the Town of Oakville were annexed thereto to form the City of Mississauga;

AND WHEREAS the City of Mississauga was further constituted a subsidiary planning area replacing the former planning areas of the Towns of Port Credit and Streetsville and parts of the Towns of Mississauga (formerly the Township of Toronto) and Oakville.

The Council of the Corporation of the City of Mississauga, in accordance with the provisions of The Planning Act, R.S.O. 1970, Chapter 349 (as amended) and The Regional Municipality of Peel Act, S.O. 1973, c. 60 (as amended), HEREBY ENACTS AS FOLLOWS:

1. The following are hereby repealed:
 - (a) The Official Plan of the former Town of Mississauga (formerly the Township of Toronto) Planning Area as it applies to that part

* All Section numbers refer to the Draft Official Plan of the City of Mississauga Subsidiary Planning Area dated December, 1976.

of the former Town of Mississauga which was annexed to the City of Mississauga on the first day of January, 1974 (approved by the Minister of Planning and Development on May 20, 1953, and subsequently amended).

- (b) The Official Plan of the former Town of Port Credit Planning Area (approved by the Minister of Municipal Affairs on May 20, 1969).
 - (c) The Official Plan of the former Town of Streetsville Planning Area (approved by the Minister of Municipal Affairs on April 12, 1965, and subsequently amended).
 - (d) The Official Plan of the former Town of Oakville Planning Area as it applies to that part of the former Town of Oakville which was annexed to the City of Mississauga on the first day of January, 1974 (approved by the Minister of Municipal Affairs on January 5, 1962, and subsequently amended).
- 2. The schedules and text attached hereto are hereby adopted as the Official Plan of the City of Mississauga Subsidiary Planning Area.
 - 3. The amendments to the former Official Plan of the Town of Mississauga Planning Area and the Town of Streetsville Planning Area hereinafter which are described are hereby re-adopted as Secondary Plans of the City of Mississauga Subsidiary Planning Area and are retitled as follows:

- (a) Amendment 151 (as amended by Amendments 159, 229, and 225) and Amendment 166 (as amended by Amendment 196) which are hereby retitled and combined to be known as the Cooksville/ Munden Park Secondary Plan.
- (b) Amendment 156 (as amended by Amendments 163, 175, 256 and 262) which is hereby retitled and combined to be known as the West Erindale Secondary Plan.
- (c) Amendment 160 (as amended by Amendments 164, 178, 194, 200 and 263) which is hereby retitled and combined to be known as the North Dixie Secondary Plan.
- (d) Amendment 179 (as amended by Amendments 195, 212, 235, 243, 244 and 245) which is hereby retitled and combined to be known as the Malton Secondary Plan.
- (e) Amendment 216 which is hereby retitled to be known as the Mississauga Valleys Secondary Plan.
- (f) Amendment 225 which is hereby retitled to be known as the North-North Dixie Secondary Plan.
- (g) Amendment 241, 249, 266 and the relevant parts of Amendment 218 pertaining to Meadowvale West, which are hereby retitled and combined to be known as the Meadowvale West Secondary Plan.
- (h) Amendment 246 (as amended by Amendments 251, 265 and 270) which is hereby retitled and combined to be known as the Erin Mills South Secondary Plan.

- (i) Amendment 248 (as amended by Amendment 272) which is hereby retitled and combined to be known as the Clarkson-Lorne Park Secondary Plan (Lakeshore Area).
- (j) The Town of Streetsville Official Plan (as amended by Streetsville Amendments 1, 2, 3, 4, 6, 7, 8, 9, 10 and 11) and Town of Mississauga Amendment 218 pertaining to Meadowvale South, (as amended by Amendment 260) which are hereby retitled and combined to be known as the Streetsville Secondary Plan.

This Official Primary Plan will take precedence over Secondary Plans in the event of conflict between the policies and provisions contained in the re-adopted Secondary Plans. A further amendment to the Secondary Plan will be required to resolve the conflict in favour of the Primary Plan. Where repealed Secondary Plans are not re-adopted or where none exist, the Primary Plan will be used for the purpose of evaluating development applications.

4. The Clerk is hereby authorized and directed to make application to the Minister of Housing for approval of the Official Plan of the City of Mississauga Subsidiary Planning Area.

READ A FIRST, SECOND AND THIRD TIME
AND FINALLY PASSED in Open Council
this day of 1978.

Mayor

Clerk

2. That Section 1.2 be deleted and replaced by the following:

1.2 PURPOSE OF
THE PLAN

This Official Plan sets out the intentions of the City of Mississauga with regard to growth, development, change, conservation, and preservation. On these matters, it sets down a framework for decision-making by City Council and a guide for all public and private agencies and for citizens.

By means of the strategies, policies, and guidelines contained in the text, this Plan provides a concept for the creation of an urban environment in accordance with the goals and objectives adopted by the City and forming a part of this document.

An important aspect of this Plan is the replacement of the former Official Plan of the Town of Mississauga including all amendments, the Official Plans of the former Towns of Streetsville and Port Credit, and the Official Plan of the former Town of Oakville as it applied to that part of the former Town of Oakville which became part of the City of Mississauga in 1974. Certain previous Official Plan Amendments, however, are re-adopted in accordance with Section 1.1.1.

Guidance is provided by this Official Plan for the provision of public works, actions of local boards and municipal departments, and the proposals of private enterprise. It gives direction for implementing by-laws, guidelines for more detailed planning, and the means for controlling the pattern of growth so as not to exceed the City's capacity to provide a satisfactory environment and adequate standards of services and facilities.

When an Official Plan for the Regional Municipality of Peel, hereinafter referred to as the Region of Peel, has been prepared, it will deal with many factors outside the scope of the City of Mississauga Official Plan, and may necessitate a review of this document.

3. That Section 1.3 paragraphs 4, 5, 6 and 10 be deleted and replaced by the following:

1.3 EXPLANATION
OF OFFICIAL
PLAN STRUCTURE

Paragraph 4 be replaced by:

Section 3 contains Goals and Objectives which are the basis for the policies.

Paragraph 5 be replaced by:

Sections 4 and 5, Strategic Policies and Land Use Policies, respectively contain the major policy statements. Section 4 Strategic Policy outlines the long-term strategy for the development of the City, and interprets the Goals and Objectives. Section 5 Land Use Policies translates the long-term strategy into general land use policies for all of Mississauga, and into more specific guidelines for the preparation of new Secondary Plans and the revision of existing ones.

Paragraph 6 be replaced by:

Sections 6 and 7 provide the guidelines for Implementation and Interpretation of the policy statements. Section 6, Implementation, provides a more detailed statement of the program to be used to achieve the policies of the Official Plan;

guidelines for future Official Plan reviews and monitoring, establishment of Planning Districts, processing of development applications, public participation, and role of the City. Section 7, Interpretation, represents a general statement indicating the means by which the Plan is to be interpreted and of what it is comprised.

Paragraph 10 be replaced by:

The Appendices provide background information for interpretation and assistance in the implementation of policies, but are not part of the formally approved section of the Official Plan.

4. That Section 2.1 be deleted and replaced by the following
Section 2.2 and subsequent sections be renumbered accordingly:

2.2 EXISTING
 SITUATION

Mississauga is a rapidly growing municipality located west of and adjacent to Metropolitan Toronto in the Region of Peel as shown on Schedule 1, Location Plan. Its geographic location is a major factor affecting the past and future development of the City. Mississauga residents depend to a great extent on Metropolitan Toronto for commercial, cultural, recreational, employment, and other opportunities. Conversely, many of the jobs in Mississauga are filled by residents of Metropolitan Toronto. The Toronto International Airport (Malton) which serves both the whole of southern Ontario and the entire Metropolitan Area is located in Mississauga.

On January 1, 1974, the City of Mississauga was formed from the former Towns of Mississauga, Port Credit, and Streetsville plus a portion of the former Town of Oakville. The City of Mississauga does not have a strong identity as a City although

specific areas such as Port Credit, Streetsville, Cooksville, and Clarkson have an historical identity separate from the rest of the City. Recently, the establishment of the Square One commercial complex has provided a regional shopping facility and office development at Highway 10 and Burnhamthorpe Road, and although this may form the basis for a future Core Area and focus to the City, there is at present no identifiable Downtown Mississauga.

The City of Mississauga is one of the three municipalities that constitute the Region of Peel, which was also formed on January 1, 1974. The other municipalities are the city of Brampton and the Town of Caledon. The Region of Peel is striving to create an identity separate from Metropolitan Toronto and actions by the Region will aid the establishment of an identity for Mississauga.

The population of Mississauga has grown very rapidly in recent years, primarily as a result of immigration. From 1966 to 1976, the population of Mississauga increased from 107,851 to 246,766 or by an average of 14,000 people per year. This growth represented approximately 20 per cent of the growth of the entire Toronto Region. As the land area of Metropolitan Toronto is becoming fully developed, the growth of the Metropolitan area has spilled beyond the Metro boundaries to surrounding municipalities including Mississauga.

Growth in employment opportunities in Mississauga has not kept pace with population growth. The most complete and accurate employment data for the City is the 1971 Census data, and the 1976 Region of Peel Economic/Employment Study. In 1971, the resident labour force in Mississauga

outnumbered the number of jobs by approximately 12,000. Although the labour force in manufacturing and wholesaling (M & W) almost matched the number of manufacturing and wholesaling jobs available, the labour force in the retail service categories outnumbered the number of jobs available as shown on the following table.

TABLE 1

	<u>RESIDENT LABOUR FORCE</u>		<u>EMPLOYMENT OPPORTUNITIES</u>	
	<u>Number</u>	<u>%</u>	<u>Number</u>	<u>%</u>
M & W	30,226	39.4	28,754	44.5
Retail	9,126	11.9	6,332	9.8
Service	<u>37,321</u>	<u>48.7</u>	<u>29,484</u>	<u>45.7</u>
TOTAL	76,673	100.0	64,570	100.0

In occupational terms, the greatest labour force/employment imbalance is in the managerial and professional categories where, in 1971, the labour force outnumbered the job opportunities by almost 7,000 people.

The labour force and employment imbalance has resulted in considerable commuting to and from jobs in Mississauga. Apart from the approximately 30,200 Mississauga residents who also worked in Mississauga in 1971, 30,400 workers commuted into Mississauga while 46,500 commuted from Mississauga to surrounding municipalities, primarily Metropolitan Toronto. This situation has created a heavy demand on transportation facilities, particularly on east-west linkages with Metropolitan Toronto.

Housing in Mississauga is primarily low-density family housing. Building permit records up to June 30, 1976, show a total of 84,300 units approved; 40 per cent were detached units, 16 per cent semi-detached units, 13 per cent multiple units, and 31 per cent apartment units. Condominium units accounted for 55 per cent of the multiple family units and 28 per cent of the apartment units. In 1976, there were 516 Ontario Housing Corporation senior citizen units in the City and approximately 260 rent supplement units housing senior citizens in private buildings.

Although Mississauga population has a preponderance of young families, the number of senior citizens is increasing in absolute numbers as the population increases generally.

The low density nature of development in Mississauga and, to some extent, its discontinuous and scattered form, necessitates that Mississauga residents rely primarily on auto transportation. Although there is direct GO commuter service on two lines between Mississauga and Toronto and an expanding Mississauga Transit System, in 1976 only 17 per cent of all trips in the afternoon peak hour were by transit.

In summary, Mississauga has become a City in name and in population size, but the development of other characteristics associated with cities has not occurred. Mississauga has no identifiable Core or downtown; it has a severe imbalance in the number and type of job opportunities in relation to its labour force, and it has scattered low-density development which is not conducive to the development of a stronger transit system. Without a downtown, Mississauga is attracting households with relatively high incomes and

occupations that do not correspond to local job opportunities, and the residents accommodated by these households tend to be Toronto-oriented and use Mississauga as a dormitory community.

This information concerning the basis for the Plan is provided so that future development policies can be justified and understood.

5. That Section 2.3.1, paragraph 2 be deleted and replaced by the following:

2.3.1 FEDERAL
 GOVERNMENT

Some examples of Federal policies with direct impact on planning in Mississauga are those concerning the Toronto International Airport, Canadian National Railway, Canadian Pacific Railway, housing, and the location of Federal Government office space.

6. That Section 2.3.2, paragraphs 3 and 5 be deleted and replaced by the following:

2.3.2 PROVINCE OF
 ONTARIO

Paragraph 3 be replaced by:

Regulatory authority is exercised primarily by the Ontario Municipal Board (OMB). All rezoning by-laws must be given approval by the OMB and all or part of plans of subdivision, Official Plans, or amendments thereto, may be referred to the OMB for approval. The Official Plan and all amendments thereto are given final approval by the Minister of Housing unless referred to the OMB.

Paragraph 5 be replaced by:

While Provincial regulatory authority exerts essentially a negative influence in that it

establishes what Mississauga may not do, Provincial planning authority provides a positive influence by establishing a frame of reference in which planning in Mississauga should take place. As far as Mississauga is concerned, the most important programs are those concerned with environmental planning, hydro, financial resources, transportation, land use, and housing policies.

7. That Section 2.3.2.1 Province of Ontario -- Servicing be deleted and the subsequent sections be renumbered accordingly.
8. That "Sanitary Sewer and Water Supply Facilities", Schedule 1, be relocated to Section 2.4.3, REGIONAL AUTHORITIES, renumbered Schedule 4 and retitled, "South Peel Sanitary Sewer and Water Supply Facilities", and further that the schedule be amended by terminating the west trunk sanitary sewer approximately one kilometer south of Highway 401, and terminating the west trunk watermain at the Thomas Street Pumping Station.
9. That the word "expressways" be deleted and replaced by the word "freeways" wherever it appears throughout the Official Plan.
10. That Section 2.3.2.3 paragraphs 2 and 3 be deleted and replaced by the following:

2.4.2.2 TRANSPORTATION

Paragraph 2 be replaced by:

The Toronto Area Transit Operating Authority (TATOA) is responsible for the GO Transit rail (Lakeshore and Georgetown facilities) and bus commuter services which run through Mississauga, as well as the bus facilities which connect Mississauga to points beyond its boundaries.

Paragraph 3 be replaced by:

Planned improvements to the rail commuter system include the establishment of the Streetsville GO Line as well as new station facilities for the Lakeshore Line and increased capacity on both the Lakeshore and Georgetown Lines. Schedule 2 Provincial Transportation Facilities show

the commuter rail and highway facilities within the jurisdiction of the Provincial Government.

11. That Schedule 2 "Provincial Transportation Facilities", be amended by the addition of the stations of the proposed Streetsville GO Line, the addition of the Long Branch station of the Lakeshore GO Line, and the addition of the possible stations of the Lakeshore GO Line.

12. That a new schedule, "Ontario Hydro Facilities", be added and numbered Schedule 3.

13. That renumbered Section 2.4.2.5 be added.

2.4.2.5 ENVIRONMENTAL
PLANNING

Approximately seventeen Provincial statutes establish the authority for various aspects of environmental planning at the Provincial level. Responsibility for the implementation of the majority of these acts lies with the Ministry of the Environment and the Ministry of Natural Resources. The Ministry of the Environment is principally concerned with pollution control. The Ministry of Natural Resources has a dual mandate: regulation of the development and management of natural resources (e.g. forestry, mining, and fisheries) and the protection of human life and property from natural hazards, such as lands susceptible to flooding.

14. That renumbered Section 2.4.2.6 be added.

2.4.2.6 ONTARIO
HYDRO

The City of Mississauga is traversed by a number of Ontario Hydro rights-of-way as shown on Schedule 3, Ontario Hydro Facilities.

15. That Section 2.3.3.1 be amended by the addition of the following statement to paragraph 1.

2.4.3.1 REGION OF
PEEL

In mid-1975 the Region of Peel receive Provincial authority for approving plans of subdivision. Prior to this time, in mid-1974, the Region was delegated the responsibility of monitoring consents and variances, including the responsibility of commenting to the Ontario Municipal Board on Restricted Area (Zoning) By-laws and Appeals.

The following paragraphs be added:

Further, in June 1977, the Region received authority to approve Plans of Condominium.

The Region of Peel, under agreement with the Ontario Ministry of the Environment, provides sanitary sewer, and potable water supply facilities to serve the South Peel Service Area which includes the City of Mississauga. These facilities presently include two major water pollution control plants and associated trunk sanitary sewer collection systems, and a water supply system consisting of water purification plant, reservoirs, elevated tanks, pumping stations, and trunk watermains, to be augmented in the future by a second water purification plant. The servicing systems are shown schematically on Schedule 4 South Peel Sanitary Sewer and Water Supply Facilities.

Both the location and capacity of water supply and sanitary sewer facilities constitute an important influence on development. These systems must be continually expanded to accommodate new development in the South Peel Service Area, and the Region of Peel is responsible for the planning data upon which the Ministry expansion plans are formulated. The Region of Peel has the total financial responsibility for the South Peel Service System.

16. That Section 3.1 be deleted and replaced by the following:

3.1 INTRODUCTION

This section outlines the goals and objectives which together represent the type of development Mississauga intends to encourage. Goals and objectives shall be considered collectively. Individual statements should be read in this context only and not individually.

Goals are here defined as ideal conditions expressed in terms of perfected situations towards which policies and strategies are directed. Objectives are elaborations of the goals, qualifying and clarifying their scope.

It is accepted that goals and objectives, by their inherent nature, represent expressions of general intent and, although expressed positively in many instances, they must not be interpreted as direct statements of policy. They are not intended to be applied directly either to any development or redevelopment proposal or to any specific situation but, rather, represent the basis for subsequent policy statements within this Plan. The complete attainment of all of the following goals and objectives may be impossible at any given time from a practical point of view and failure to meet or comply with all such goals and objectives should not necessarily be construed as failure to comply with the provisions of this Official Plan.

17. That Section 3.2.2.3 be deleted and replaced by the following:

3.2.2.3 To locate community facilities, including a City Hall, an area suitable for large open air gatherings and cultural facilities in the Core Area.

18. That Section 3.5.2.3 be deleted and replaced by the following:

3.5.2.3 To facilitate the provision of private and public housing which qualifies for financial assistance from the Federal and Provincial Governments, where considered advantageous to the City.

19. That Section 3.7 be deleted and replaced by the following:

3.7 COMMUNITY
SERVICES

3.7.1 GOAL

To enhance the quality of life for all residents of Mississauga by ensuring that the social development of the community (including health education, safety and welfare) is an integral component of the growth and development of the City.

3.7.2 OBJECTIVES

3.7.2.1

To ensure the development of a network of Community Services, distributed on a scale sufficient to meet the varying needs of individuals, families and groups within Mississauga and according to models most conducive to the integration, co-ordination and co-operation of community resources.

3.7.2.2

To ensure that planning for Community Services is an essential aspect of proposals for growth and development in the City.

3.7.2.3

To involve local citizens who make use of the Community Services in the planning, organization and delivery of these services.

3.7.2.4

To provide, through the planning process, locations for Community Services facilities.

3.7.2.5

To ensure that the siting of community facilities and services is consistent with the general pattern of growth and development in the City, and that principles of accessibility and efficiency be observed.

20. That Section 3.10 be deleted and replaced by the following:

3.10 PHYSICAL
SERVICES

3.10.1 GOAL

To provide for the supply of adequate water, sanitary sewer, storm sewer, solid waste disposal services, and utilities to areas requiring these services.

21. That Section 4.1, paragraph 1 be deleted and replaced by the following

4.1 GENERAL
CONCEPT

The Strategic Policy sets down the methods by which it is intended to achieve the goals and objectives and provides a framework within which the Land Use Policies are developed later in the Plan. A strategic policy is considered necessary in addition to

land use policies because the Plan proposes significant changes in the form and function of the City; e.g. - from a dormitory suburb to a relatively self-sufficient community with a strong core serving as a centre for the adjacent areas to the north and west.

The purpose of this section, then, is to outline the long term strategy for the development of the City of Mississauga towards the achievement of its goals and objectives. Although these strategic policies may have some spatial connotation, they are concerned primarily with the overall structure and identity of the City. Land use policies in Section 5, on the other hand, are related to the land use categories as designated on Schedule 11, to certain constraints and conditions pertaining to land use, and to guidelines for Secondary Plans.

Targets for 1986 have been established on the basis of a ten-year time frame, in the context of a longer term development strategy and an ultimate conceptual and urban structure as designated on Schedule 11. The targets for 1986 are intended to indicate the desired general direction and rate of future development and to provide a yardstick for measuring the achievement of the goals and objectives of the Plan. In other words, the strategic policies interpret the goals and objectives into a general framework and guide for the whole City, which is then translated into more specific land use policies. No targets have been set beyond 1986 because it is expected that conditions beyond local control will have changed to such an extent that detailed targets would be virtually meaningless.

The Strategic Policies of Section 4 and the Land Use Policies of Section 5 are inter-related and integral to the Plan.

22. That Section 4.2.2 be retitled PROPOSED STRUCTURE.
23. That Schedule 5, City Structure, be amended as follows, renumbered Schedule 7, and referred directly to Council for consideration in conjunction with Schedule 9:
- (a) Dixie Industrial District be renamed Airport South Industrial District
 - (b) Meadowvale North be renamed Meadowvale North Business Park
 - (c) Meadowvale be renamed Meadowvale South Business Park
 - (d) the boundaries of the Dixie-Shorefront District and Port Credit District be amended in accordance with the boundaries for the Secondary Plan studies being carried out for these districts
 - (e) the boundaries of the Creditview District be amended in accordance with the boundaries of the proposed secondary plan
 - (f) the boundaries of the City Core Study Area be amended in accordance with the proposed Dundas and City Centre secondary plans
 - (g) the boundaries of Meadowvale Village be amended in accordance with the boundaries for the secondary plan studies being carried out for this district
24. That Section 4.3.2.4 be deleted and replaced by the following:
- | | | |
|---------|--------------------------|---|
| 4.3.2.4 | INDUSTRIAL
EMPLOYMENT | City Council will attempt to specifically encourage employment opportunities for the resident labour force. |
|---------|--------------------------|---|
25. That Section 4.3.4 be deleted and replaced by the following:
- | | | |
|-------|----------------------|--|
| 4.3.4 | RETAIL
COMMERCIAL | <p>Mississauga will encourage the provision of sufficient retail facilities to meet the shopping demands of the residents of the City. Additional retail space will also be provided to serve the demands of the wider regional market of the City Centre.</p> <p>The distribution of retail and associated uses will be supportive of the proposed city structure and provision will be made to protect and enhance Historical Commercial Centres. In addition, locations for special commercial uses will be considered.</p> |
|-------|----------------------|--|

Studies will be conducted from time to time to monitor the current inventory of retail facilities within the City and to assess the demand for retail facilities.

26. That Section 4.3.5 be deleted and replaced by the following Section titled Offices.

4.3.5 OFFICES

4.3.5.1 DISTRIBUTION

Mississauga acknowledges the following office space targets as minima for achieving the balanced growth objectives of this Official Plan:

1986 550,000m² (5,920,000 sq.ft.)

Ultimate 1,400,00m² (15,069,000 sq.ft.)

A range of location types will be provided for the development of office space, based on the office development potential of various areas and on the compatibility of office uses with surrounding uses.

4.3.5.2

OFFICE CENTRES

a. City Core

The City Core will be the predominant office centre in the City and as such will be permitted to develop at higher densities than any other office centre. Development in the Core will be subject to detailed Secondary Plan policies.

b. Erin Mills Centre

Office development will be permitted in this centre subject to the preparation of a detailed Secondary Plan outlining the boundaries of the area to be developed for office uses. The Secondary Plan policies for this District will encourage the development of approximately one-third of the targets for the City Core Area.

c. Intermediate Office Centres

Intermediate Office Centres will be permitted in the following areas:

- Meadowvale South Business Park - Prestige Industrial Area
- Meadowvale North Business Park - Prestige Industrial Area
- Britannia - Prestige Industrial Area
- Sheridan Park - Prestige Industrial Area
- Port Credit - District Commercial Area
- Dundas - District Commercial Area
- South Dixie - Industrial Area adjacent to GO Station
- Airport Road - Prestige Industrial and Commercial District

Development of offices in Intermediate Office Centres will be encouraged to the extent it can be demonstrated that:

- there is adequate transit and highway access;
- the scale of office development does not adversely affect uses in the surrounding area;
- a secondary or tertiary plan defining the scale of office development permitted in each Intermediate Office Centre and outlining the boundaries of the area to be developed for offices may be required prior to approval of any office development.

d. Other Office Centres

Small concentrations of office uses complementing the predominant land use and not exceeding a Floor Area Ratio of 1.0 may be permitted in Prestige Industrial areas not included in Section 4.3.5.2.c the north west quadrant of Southdown Road and Lakeshore Road West and, in or adjacent to any District Commercial Centre. In no case will the office use be allowed to become the predominant use in any of these areas.

Office development in excess of 25,000m² (269,000 sq.ft.) in the case of Prestige Industrial area, or 10,000m² (107,000 sq.ft.) in the case of District Commercial Centres, will require the preparation of a Master Plan for the approval of Council outlining:

- the scale of office development proposed in the area;
- the boundaries of the area to be developed for offices;
- the impact of the proposed uses on the local road network;
- the availability of public transit
- the existence of adequate hard and soft services;
- the impact of the proposed uses on adjacent land uses; and
- areas adjacent to GO Stations.

27. That Section 4.5.2.1 be deleted and replaced by the following:

4.5.2.1

Increased use of public transit services especially for journey-to-work trips will be actively promoted based on the following guidelines:

Year	Transit Modal Split Guidelines (per cent p.m. peak hour)
1981	20
1986	30

28. That Section 4.5.2.5 be added

4.5.2.5

In the planning and construction of transportation facilities in the City, Mississauga will attempt to provide a high degree of intra-Regional accessibility, particularly with respect to transportation facilities

linking the urbanized parts of Mississauga with urbanized parts of the City of Brampton. In this regard, the desirability and feasibility of providing a high quality public transportation linkage between Mississauga and Brampton will be reviewed subsequent to the completion of the Core Area Secondary Plan and the preparation of the Region of Peel Official Plan.

29. That Section 4.5.3.1 sub-section a be deleted and replaced by the following:

4.5.3.1 ROADS a. The major road network will be as shown on Schedule 8. It is recognized that automobiles will continue to play an important role in satisfying travel needs. The necessary rights-of-way as indicated on Schedule 9 will be reserved in order to achieve the road pattern as indicated on Schedule 8.

30. That Section 4.5.3.1 sub-section c be deleted and replaced by the following:

4.5.3.1 c. In the planning, design and construction of the road network within Mississauga, the City will rely on the Province of Ontario to accommodate as far as possible, inter-regional travel demands on the controlled access section of the provincial highway system.

31. That Section 4.5.3.1 sub-section g be deleted and replaced by the following:

4.5.3.1 g. Mississauga will ensure that any maintenance or physical modification of scenic routes reinforces or enhances the scenic route qualities of roadways so designated. In the event that planned major modifications are expected to have an adverse impact on the scenic route qualities of designated scenic routes, an amendment to this Plan will be required.

32. That Section 4.5.3.1 sub-section h be deleted and replaced by the following:

4.5.3.1

- h. Mississauga will plan on the basis that the Province of Ontario will design and construct the Highway 427 extension so as to provide good freeway access to that part of the Airport Road Industrial District south of Derry Road, north of the Canadian National Railway.

33. That Section 4.5.3.1 be amended by the addition of the following new sub-section j and the remainder of the sub-sections renumbered accordingly:

4.5.3.1

- j. Mississauga recognizes that several of the major collector roadways indicated on Schedule 8 traverse established residential areas, and may provide direct access to schools and residences, or may exhibit special characteristics which merit preservation. In these cases, no major changes to the roadway will be undertaken, except possibly minor channelization, reconstruction, bus bay construction, and improvements of a similar nature. Specifically, the roadways to be considered in this way include:

- Truscott Drive
- Lorne Park Road (Truscott Drive to Indian Road)
- Indian Road
- Mineola Road (Huron Street to Mineola Gardens)
- Mineola Gardens
- Atwater Avenue (Mineola Gardens to Ogden Avenue)
- Ogden Avenue
- Morning Star Drive

34. That Section 4.5.3.1 sub-section j be deleted and replaced by the following and renumbered k.

4.5.3.1

- k. Lakeshore Road through the Clarkson Business District and the Port Credit District will not be built in excess of four lanes, excluding turning

- 4.5.3.2 PUBLIC TRANSIT
- f. Mississauga will plan on the basis that the ICTS line in the Burnhamthorpe Road Corridor can and will be extended in a suitable fashion to connect with the Bloor/Danforth Subway or an ICTS facility in the Eglinton Avenue Corridor in Metropolitan Toronto, preferably the latter. In this regard, Mississauga recognizes the need for close cooperation with Metropolitan Toronto, the Borough of Etobicoke, the Toronto Transit Commission, the Toronto Area Transit Operating Authority, the Region of Peel, the Ministry of Transportation and Communications, and other pertinent agencies. Prior to the programming of construction of the Burnhamthorpe Road East ICTS link, an amendment to this Official Plan will be required.
- g. Walkways from connecting residential areas to major collectors and/or arterials which form their boundaries should be incorporated into the design of such areas to maintain walking distances to transit stops or stations within acceptable limits.

1. "Designated right-of-way widths" are considered the basic, required rights-of-way along roadway sections. At intersection grade separations or major topographical features, wider rights-of-way may be required in order to accommodate bus bays, auxilliary lanes, side slopes, etc.

2. These rights-of-way widths are intended to accommodate the intermediate capacity transit system shown schematically on Schedule 9, as well as automobile truck and other vehicular movements. However, along major transit corridors, a portion of the roadway surface may, in time, be set aside for exclusive use by the transit system.
 3. While it is intended that this schedule provide a basis for retaining or acquiring rights-of-way for current or possible future transportation purposes, it is not intended to imply that all designated rights-of-way will necessarily be used for transportation purposes.
 4. "Designated right-of-way widths" of Regional Roads are shown as set out in Schedule A of the Regional Municipality of Peel By-law Number 217-77 passed by Regional Council December 15, 1977.
37. That Schedule 6 be amended in the following manner, and re-numbered schedule 8.
- (a) That a link between Britannia Road and the North Industrial Road be added and designated as a major collector.
 - (b) That the Mavis Extension north of Eglinton Avenue be deleted and that Second Line West be re-classified as an arterial.
 - (c) That the conceptual realignment of Second Line West in the Meadowvale Village area be added.
 - (d) That Finch Avenue be eliminated from the transportation network and that the right-of-way be designated open space.
 - (e) That the Queensway West designation as a major roadway between Mavis Road and Erin Mills Parkway be deleted and that no additional lands be taken to widen the existing right-of-way width for the aforementioned section of Queensway West.
 - (f) That the designation of the Highway 403 arterial extension from Cawthra Road to the east City boundary be changed to arterial and swing north on the east side of Dixie Road to meet Eglinton Avenue and further that the major collector designation be maintained from Dixie Road easterly.
 - (g) That the realignment of Derry Road in the vicinity of Mississauga Road and Meadowvale Village be shown.
 - (h) That the Goreway extension south of Derry Road be added as a major collector.
 - (i) That Mineola/Atwater be added as a major collector and further that no provision be made for an extension of these roadways across the Credit River (refer Section 4.5.3.1 (i)).
 - j. That Indian Road/Truscott Drive be added as a major collector (refer Section 4.5.3.1 (i)).

- (k) That Ogden Avenue be added as a major collector (refer Section 4.5.3.1 (i)).
- (l) That Central Parkway West be extended westerly to link with Creditview Road and be designated as a major collector.
- (m) That Rathburn be extended westerly through the Creditview District to form a "T" intersection with Creditview Road and be designated as a major collector.
- (n) That Wolfedale Road be deleted as a major collector.
- (o) That Quenippon Drive be added as a major collector.
- (p) That Aquitaine Avenue be added as a major collector.
- (q) That Battleford Road west of Winston Churchill Boulevard be realigned southerly.
- (r) That McCaugherty Road from Queen Street to Creditview Road be deleted as a major collector.
- (s) That the South Service Road over the Credit River be deleted.
- (t) That Britannia Road East from Second Line East to Fourth Line East be added as a major collector.
- (u) That Britannia Road East from Highway 10 to First Line East be added as a major collector.
- (v) That Creditview Road be extended northerly to the City boundary and designated as a major collector.
- (w) That Tomken Road from Dundas Street East to Burnhamthorpe Road not be designated as a major collector but that the portion of Tomken Road north of Burnhamthorpe to the northern boundary of the City be designated as a major collector.
- (x) That the Parkway Belt Intermediate Capacity Transit System be deleted and that the ICTS designation along Burnhamthorpe Road be added subject to the Official Plan Amendment requirement as stated in Section 4.5.3.2 a.
- (y) That Argentia Road between Mississauga Road and Creditview Road be deleted as a major collector.
- (z) That existing stations on commuter rail lines be shown as solid coloured circles and that the Lorne Park and Cawthra stations be shown as "proposed station locations" which will be further defined in the Glossary.

- (aa) That existing commuter rail lines be shown in solid lines and proposed commuter rail lines be indicated in dashed lines.
 - (bb) That the station locations on the Streetsville GO Line be shown as "proposed station locations" which will be as indicated above further defined in the Glossary.
 - (cc) That Morning Star Drive be added as a major collector.
 - (dd) That Drew Road be added as a major collector.
 - (ee) That Mississauga Road from Lakeshore Road East to Highway 403 be designated as a scenic route.
 - (ff) That the Toronto International Airport/Malton ICTS link be deleted.
38. That Section 4.5.3.7 sub-section c be deleted and replaced by the following:
- 4.5.3.7 RAIL c. Mississauga will cooperate with the appropriate authorities to provide adequate provision for safety in the planning, design and operation of all rail facilities.
39. That Section 4.5.3.8 subsection a be deleted and replaced by the following:
- 4.5.3.8 MARINE a. The maintenance and further development of waterfront facilities for boating activities be encouraged.
40. That Section 4.5.3.8 subsection b be deleted and replaced by the following:
- 4.5.3.8 MARINE b. Any major floating structure proposed to be located in any navigable waterway or harbour and not registered as a water craft with the appropriate Federal authority, or permanently affixed to the shore, will be considered a special development by Mississauga and subject to approval by the City of Mississauga. Requirements for such approval will be determined by the City of Mississauga.

41. That Section 4.5.3.9 sub-section c be deleted and replaced by the following:

4.5.3.9 AIR c. Mississauga will work with the appropriate authorities to ensure that the transportation network and land use pattern will be planned, designed, and constructed on the basis that there will be no expansion beyond the existing runway and two-terminal configuration at Toronto International Airport. More specifically, it will be understood that no additional passenger or freight handling facilities will be constructed west of the existing Runway 14/32.

42. That Section 4.6.1.9 be deleted and replaced by the following:

4.6.1.9 A park containing major recreational and sport facilities serving an area greater than the City of Mississauga, will be established so that it is easily accessible to the population of Mississauga.

43. That Section 4.7 be retitled ENVIRONMENTAL PLANNING.

44. That Section 4.7.1 paragraph 1 be deleted and replaced by the following:

4.7.1 INTRODUCTION Environmental planning in Ontario is primarily the responsibility of the Provincial Government, through the Ministry of the Environment, the Ministry of Natural Resources, and the Conservation Authorities. A number of Provincial statutes establish the authority for environmental planning, the most important of which are The Conservation Authorities Act, The Environmental Protection Act, The Environmental Assessment Act, and The Planning Act.

45. That Section 4.7.2.1 be deleted and replaced by the following:

4.7.2.1 Mississauga will recognize as one of the bases for environmental planning adjacent to watercourses and Lake Ontario, the flood line and associated hazard lands identified from time to time by the Halton Region, Credit Valley and Metropolitan Toronto and Region Conservation Authorities.

46. That Section 4.7.2.2 be amended by the addition of the following:

4.7.2.2

- c. The construction of buildings or structures or the creation of lots intended for building purposes will not be permitted within lands susceptible to flooding except where buildings or structures are intended for flood and erosion control and meet the mutual requirements of Mississauga and the Conservation Authority having jurisdiction. Existing buildings or structures may be recognized as conforming uses in the Restricted Area (Zoning) By-law, providing the mutual requirements of Mississauga and the Conservation Authority having jurisdiction are met.
- d. Development adjacent to steep slopes or watercourse valleys will be restricted to a setback from the top of the bank and/or the established stable slope line. The setback will reflect the degree of inherent hazard to persons and property and will satisfy the mutual requirements of Mississauga and the Conservation Authority having jurisdiction. Lands below the established stable slope line or top-of-bank shall be required to be conveyed to the authority having jurisdiction, where appropriate.

47. That Section 4.7.3 be deleted and replaced by the following:

4.7.3

RUNOFF
CONTROL

Guidelines will be established in co-operation with the appropriate public agencies to regulate and minimize, where feasible the rate of flow of surface run-off from new developments.

48. That Section 4.7.4.1 be amended by the addition of the following:

4.7.4.1

- g. establishing a Mississauga Forest, which will also incorporate interesting vistas.

49. That Section 4.7.5.1 be deleted and replaced by the following:

4.7.5.1

Programs for preserving and maintaining the natural condition and functions of those watercourses, forested areas, steep slopes, and wetlands which have a high level of environmental significance and ecological sensitivity shall be established and implemented with the cooperation of the appropriate public and private agencies.

50. That Section 4.8 up to and including 4.8.12.4 be deleted and replaced by the following and subsequent sections renumbered accordingly:

4.8 COMMUNITY
SERVICES

4.8.1 INTRODUCTION

The term "Community Services" has been used in reference to those activities which have traditionally been known as "the soft services". Included within this concept are such areas as education, health, social services, parks and recreation libraries, fire and police protection. The designation of all these resources by one term is to suggest that no longer can they be viewed as separate entities within a community; rather they must be seen as essentially related activities responding to the complex mix of individual and group needs. Similarly, in recognizing that the Official Plan must address the physical, economic and social characteristics and potential of the City, it points to the interrelatedness of social policy within the more traditional elements of the planning process.

Community Services are offered in a variety of settings ranging from localized-neighbourhood delivery (such as fire protection) to regional and national delivery systems (such as Hospitals, the Canada Pension Plan). Similarly, the agents of Community Services delivery range from private corporations, voluntary agencies, local boards and councils, to Regional, Provincial and Federal Governments.

For the purposes of the Official Plan, the concern is with services that are provided to meet local needs and/or services that are offered at, or close to, the neighbourhood level. For this reason, and in consideration of the need to relate services and service delivery to the specific planning proposals of the City, this Plan adopts the term "Community Services".

Responsibility for the provision of Community Services involves Mississauga and a number of government and chairable agencies. Rapid population growth and changing trends in life styles makes it necessary for Mississauga to play a major part in identifying areas of need and in ensuring the planning and delivery of Community Services in response to and in anticipation of these needs.

This section outlines the principles and policies which Mississauga considers appropriate as the basis of planning and delivery of Community Services. This is then followed by policies which apply to particular services. In addition, Mississauga recognizes that the most appropriate level at which the city can identify and respond to community services needs is through the Secondary Plan Process. As such, the services policies are designed to provide a framework for identifying needs and planning services in conjunction with the development of Secondary Plans.

Taken together, the policies and procedures in this section can provide a Community Services Plan for the City of Mississauga.

4.8.2 PRINCIPLES

4.8.2.1

The General Principles used in the evolution of policies regarding Community Services are as follows:

- a. The responsibility for developing and implementing programs and facilities for the education, health, protection and social well-being of the residents of the City is shared with government departments at the Regional, Provincial and Federal levels as well as with private and voluntary agencies, councils, and boards.
- b. The most effective use of resources in guiding the operation and location of Community Services involves:
 - i) the shared use of the existing resources of the community for the achievement of individual and collective well-being;
 - ii) the development of multi-use facilities for the delivery of related services (e.g. libraries and information centres);
 - iii) the location of services and facilities central to the population to be served and accessible by a variety of modes of transportation (private, public, open space, walkways); and,
 - iv) access to community services by children, handicapped, elderly, people working irregular hours, and those with other special needs.

- c. Community Services are designed to enhance the quality of life of the community and its residents. As such, a general principle is that services should only be provided such that the general character of the community is maintained or enhanced.

- 4.8.2.2 Mississauga recognizes that an integral part of the Community Service function is the prevention of conditions which create the need for remedial services.
- 4.8.2.3 Mississauga will encourage individuals and citizen groups to become involved in the planning, monitoring and delivery of Community Services.
- 4.8.2.4 Mississauga, in conjunction with the Region, will continually re-evaluate Community Service programs in relation to City-wide and neighbourhood priorities.
- 4.8.2.5 Mississauga regards Community Services as being of similar importance as hard services.
- 4.8.2.6 Mississauga will endeavour to ensure that citizens are well informed of the availability of Community Services.
- 4.8.2.7 Mississauga will encourage the development of integrated Community Services at the neighbourhood and district levels.
- 4.8.2.8 Mississauga will particularly encourage the provision of adequate Community Services to: the elderly; the young; the physically and mentally restricted; the alcohol and drug dependent; chronically unemployed; the working poor; and others who are impeded from fully participating in the social and economic life of the community.

4.8.3 STRATEGIC
POLICIES

4.8.3.1

Mississauga will encourage in conjunction with the Region of Peel, and appropriate Provincial and volunteer agencies, the completion of an inventory of existing community services in the City and identify external facilities used by the residents of Mississauga. Such inventory shall form the basis of the identification of need, gaps and shortfall of services, and shall be used as background to the development of Secondary Plans.

4.8.3.2

Mississauga, in conjunction with the Region of Peel, and appropriate agencies shall continue to update the Community Services Inventory in light of emerging needs and new development, conduct appropriate research on social conditions in the City, and recommend strategies for dealing with these issues. In order to do this, Mississauga shall:

- a. support the development of a community social planning staff capability commensurate with the financial ability of the City;
- b. support and encourage the involvement of community services agencies in the review of services and needs, on an ongoing basis; and,
- c. request the Region of Peel to provide staff support and resources to this process on an ongoing basis.

4.8.3.3

In support of policy 4.8.3.2, Mississauga will request the Region of Peel to initiate a process whereby the cooperation of agencies involved in planning and delivery of community services can be achieved. Such cooperation should include research, policy development and information exchange on social conditions. Mississauga shall be involved in this

process through the various departments of the City (Fire, Recreation and Parks, Planning, Libraries).

4.8.3.4

All development proposals and reports dealing with development proposals shall include an assessment of social factors and such development proposals shall be assessed in terms of their social impact on the immediate surrounding area and the City in general. This shall be deemed to include development proposals in new, as well as existing, communities.

4.8.3.5

Mississauga shall establish guidelines and criteria for providing financial assistance to voluntary social and community service organizations where such funding is authorized by enabling legislation. Such agencies will also be assisted in identifying other sources of funding available through Federal, Provincial and Regional Programs.

4.8.3.6

Mississauga shall participate in the preparation of studies, in co-operation with community service agencies, to identify specific Community Service needs in the City, and the means for satisfying these needs.

4.8.3.7

Mississauga shall designate land to allow the future development of facilities for community services where the need has been determined.

4.8.3.8

It is understood, that Mississauga shares the responsibility for providing Community Services with a variety of public, quasi-public, private and volunteer agencies. The development of the Community Services Inventory and the continual assessment of emerging issues and trends is therefore to be a cooperative arrangement. Mississauga supports this process and will, in the Secondary Plans, identify criteria for the location and kinds of services necessary. While there

will be a cooperative process in identifying existing services and assessing need, Mississauga recognizes that the responsibility for the delivery of many community services is beyond the City's legislative mandate. As such, the City shall request the responsible agencies to plan for the effective delivery of community services in Mississauga.

4.8.3.9

In the preparation of Secondary Plans, Mississauga will utilize the Community Services Inventory as background information and shall request the active participation of the appropriate agencies in developing criteria and strategies for Community Services in each area, and the City in general.

4.8.4

COMMUNITY
INFORMATION
SERVICES

4.8.4.1

Mississauga, in consultation with volunteer agencies, the Ministry of Culture and Recreation and the Mississauga Library Board, will evaluate the desirability of establishing an adequate City-wide information service within the library system.

4.8.4.2

Mississauga shall request the Province of Ontario to amend existing legislation to permit public libraries to receive grants to assist in the provision of information centres.

4.8.5

LIBRARY
SERVICES

4.8.5.1

Mississauga shall provide library services to meet the needs of a rapidly growing urban population.

The needs for such services will emerge through the Community Services Inventory and strategies for the provision of these services shall be deemed to be included in the development of Secondary Plans.

4.8.5.2

The need for, and criteria for the location and size of, library facilities shall be developed in the process of preparing Secondary Plans.

4.8.5.3

Mississauga views the library system as an important community service and resource and shall:

- a. encourage the establishment, where deemed necessary, of information services as a major function of the library; (section 4.8.4.1)
- b. provide for community use of space and resources;
- c. participate, through the library, in community programs initiated and sponsored by community groups.

4.8.5.4

Mississauga shall give priority to the construction of a Central Library in the City Core.

4.8.6

EDUCATION

4.8.6.1

Mississauga shall request that the Peel Board of Education and the Dufferin-Peel Roman Catholic Separate School Board participate in the Community Services Inventory on an on-going basis.

4.8.6.2

Mississauga shall, in conjunction with the School Boards, ensure that in the location of elementary schools, priority be given to sites which are close to neighbourhood centres, adjacent to neighbourhood parks and readily accessible by pedestrian and bicycle path facilities, so as to focus Neighbourhood activities.

4.8.6.3

Mississauga shall, in conjunction with the School Boards, ensure that in the location of secondary schools, priority be given to sites which are close to district parks and readily accessible by public transit, pedestrian and bicycle path facilities.

4.8.6.4

The use of educational facilities for the provision of community services shall be encouraged.

4.8.6.5

Mississauga supports the Community School concept as outlined by the Ministry of Education and encourages the school boards in conjunction with other appropriate agencies and citizen organizations to continue to develop the community school programs in response to local need.

4.8.7

**CHILDREN'S
SERVICES**

4.8.7.1

Mississauga in conjunction with the Region of Peel and appropriate agencies shall, as part of the Community Services Inventory, undertake a continual review of the need for and availability of children's services in the City.

4.8.7.2

The development of Municipal, Private or Co-operative Daycare facilities shall be considered in the preparation of Secondary Plans. Secondary Plans will identify any deficiencies in the area and identify the type of service which will best satisfy the needs of the area.

4.8.7.3

Criteria for the type, size and location of daycare services shall be developed in the process of preparing Secondary Plans. Such criteria shall recognize the following principles in addition to the general principles outlined in Section 4.8.2.

- a. integration into the neighbourhood;
- b. convenience to public transit;
- c. integration of handicapped and non-handicapped children;
- d. proximity to open space and other community facilities.

4.8.8 GROUP HOMES

4.8.8.1

Mississauga, in conjunction with the Region and appropriate agencies shall, as part of the Community Services Inventory, assess the need for Group Homes within the City.

4.8.8.2

The priority, location and criteria for the development of Group Homes shall be considered in the development of Secondary Plans.

4.8.8.3

Mississauga, in conjunction with the Region of Peel and appropriate agencies shall continue to investigate the need for and provision of emergency housing facilities.

4.8.9 INCOME SUPPORT

4.8.9.1

Mississauga shall request the responsible agencies to review and assess the needs of low-income individuals and groups in the City.

4.8.9.2

Mississauga supports the Region of Peel in its efforts to develop programs that assist the individual in gaining, maintaining or re-gaining a sense of personal integrity and dignity.

4.8.10 SERVICES TO SENIORS

4.8.10.1

Mississauga, in conjunction with the Region of Peel shall, as part of the Community Services Inventory, undertake a continual review of the need for and availability of accommodation and services for the aged.

4.8.10.2

Secondary Plans will identify deficiencies in the provision of senior citizen housing and the types and location of housing which will satisfy the needs of senior citizens in a district.

4.8.10.3

Mississauga supports the development of Senior Citizen Housing, both moderate and rent-geared-to-income, through the Regional Non-Profit Housing Corporation, and programs of the Provincial Government.

4.8.10.4

Mississauga shall encourage the appropriate agencies to continue to develop community support services (such as meals-on-wheels, visiting nurses programs, etc.) that enable senior citizens to remain independent and in their home setting.

4.8.11 SERVICES TO
THE DISABLED

4.8.11.1

The special needs of Disabled Persons in the City of Mississauga shall be identified and strategies for developing programs and facilities shall be evolved through the formation of a joint-task force consisting of the City, the Region and any association or agency dealing with problems of the disabled to investigate the current situation with respect to the needs of Disabled Persons in Mississauga.

4.8.11.2

The joint task force findings shall be considered as part of the Inventory of Community Services and shall be included as information/recommendation in the development of Secondary Plans.

4.8.11.3

Mississauga will encourage the Regional Government to make provisions for accommodation of handicapped persons through the Regional Non-Profit Housing Corporation.

4.8.12 SPECIAL
COMMUNITY
SERVICES

4.8.12.1

Mississauga encourages special community services such as Legal Aid, Addiction Research and Alcoholics Anonymous.

- 4.8.12.3 Secondary Plans shall identify the need for special community services and make provisions for the location of these services.
- 4.8.13 HEALTH CARE
- 4.8.13.1 Mississauga supports the Peel District Health Council and shall promote community health centres as primary links in the health care system.
51. That Section 4.8.13.1 be deleted and replaced by the following:
- 4.8.14.1 The location of fire protection facilities will be determined in consultation with the Fire Department and the Region of Peel.
52. That Section 4.9.2.2 sub-section a be deleted and replaced by the following:
- 4.9.2.2 POLICIES a. Appropriate storm sewer facilities will be installed and maintained to serve the developed areas, with due regard to the need to protect creek and river areas and adjacent land uses from any possible destructive effects of storm water runoff.
53. That Section 4.9.2.2 sub-section c be deleted and replaced by the following:
- 4.9.2.2 POLICIES c. Storm Management Studies will have been carried out prior to development to assess the impact of proposals on downstream flooding and erosion.
54. That Section 4.9.3.1 be deleted and replaced by the following:
- 4.9.3.1 INTRODUCTION Sanitary sewer services are the responsibility of the Region of Peel, and are implemented in part through agreements with the Province. Two major water pollution control plants are located in the City near Lake Ontario, and treat sewage collected from the South Peel Service Area which includes the Cities of Mississauga and Brampton. These plants, Lakeview and Clarkson, will periodically require expansion as new development continues.

Similarly, the Etobicoke Creek (East Peel) trunk from the Lakeview water control plant, and the Credit River (West Peel) trunk from the Clarkson water pollution control plant will also require substantial duplication in the future.

55. That Section 4.9.3.2 sub-section b be deleted and replaced by the following:

4.9.3.2 POLICIES b. The design and capacity of sewers to be constructed will provide for the extension of sanitary sewer facilities in all developed areas served by septic tanks.

56. That Section 4.9.4 be deleted and replaced by the following:

4.9.4 WATER SUPPLY

4.9.4.1 INTRODUCTION

A potable water supply is the responsibility of the Region of Peel, and is being implemented in part through agreements with the Province. A system of trunk feeder mains, storage reservoirs, and pumping stations has been constructed and will be expanded to distribute potable water from the Lakeview Purification Plant and in the future from the Lorne Park Water Purification Plant, throughout the South Peel Service Area which includes the Cities of Mississauga and Brampton.

By agreement, water is supplied at service pressure to various supply points along the South Peel System. From these supply points, the water is distributed through Region of Peel sub-trunk mains to the local distribution system. Both the supply works and subtrunk network will periodically require expansion as new development continues.

4.9.4.2

POLICIES

Mississauga requests that the Region of Peel adopt the following long range policies:

- a. That appropriate water purification supply facilities and distribution works be installed and maintained to adequately serve the City's developed, as well as developing areas;
- b. that the design and capacity of piped water facilities provide for the extension of water supply to areas now being served by individual wells;
- c. that the staging of construction of the water supply and distribution system be based on the staging of development;
- d. that the design of water supply and distribution facilities be based on the ultimate patterns of development within the various supply areas.

57. That Section 4.9.7 be deleted and replaced by the following:

4.9.7

WASTE
MANAGEMENT

4.9.7.1

The establishment and operation of a sanitary landfill site for the disposal of solid waste will be permitted in Mississauga subject to the following policies:

- a. The site will be no greater than ± 83 hectares (205 acres) and will be located as shown symbolically on Schedule 11 (parts of Lots 3, 4, and 5, Concession III, W.H.S.).
- b. Sanitary landfill operations on the site will be limited to a maximum of 12 years.
- c. Following the completion of landfill operations, the site shall be rehabilitated for public purposes to the satisfaction of the Region of Peel and the City of Mississauga.

- d. The site will be planned, designed, operated and maintained to the satisfaction of the Region of Peel and the City of Mississauga in such a way as to ensure compatibility with adjacent, existing and future land uses and to ensure minimal adverse impact on the natural environment.
- e. No other sites for sanitary landfill purposes will be designated in Mississauga until the Region, in consultation with the City, has prepared satisfactory long-term plans, policies and programs for waste management facilities which will determine, among other things, available specific sites in areas within Peel Region other than Mississauga.
- f. The establishment and operation of facilities for hauled liquid industrial waste/hazard waste will not be permitted in sanitary landfill sites in Mississauga.

4.9.7.2

The establishment and operation of facilities for hauled liquid industrial waste/hazard waste, transfer stations and waste processing plants will be subject to the following policies:

- a. The location and operation of such facilities will require the approval of the Ontario Ministry of the Environment including licensing under the appropriate section of The Environmental Protection Act as well as an amendment to the Official Plan and Restricted Area (Zoning) By-law.
- b. The need for such facilities to serve the City of Mississauga and the extent to which they would serve areas outside the City of Mississauga will be clearly established.

- c. Such facilities may be permitted only in lands designated for General Industrial or Heavy Industrial.
 - d. The sites for such facilities will be planned, designed, operated and maintained to the satisfaction of the Region of Peel and the City of Mississauga in such a way as to ensure compatibility with adjacent, existing and future land uses and to ensure minimal adverse impact on the man-made and natural environment.
58. That Section 4.10.10 be deleted and the subsequent sections renumbered accordingly:
59. That Section 4.11 and the related Schedule 8 Phasing be deleted and replaced by the following.

4.11 PHASING

4.11.1 INTRODUCTION

The phasing policies are established to provide guidelines concerning the sequence and timing of development. Projections of population growth and development goals for Mississauga are approximations only.

4.11.2 RATE OF GROWTH
POLICIES

4.11.2.1 GENERAL

The rate of growth in Mississauga will be such that the population of Mississauga in 1986 will be approximately 395,000, and employment opportunities within Mississauga will be approximately 200,000. Population growth will not be limited to conform to this figure, provided a balance is maintained between population and employment.

This rate of growth will be reviewed on the basis of changes to subsidy policies and ceilings of other levels of government, economic conditions, and the financial ability of Mississauga to maintain an acceptable level of hard and soft services, as well as agreement by neighbouring municipalities to accommodate increased transportation demands.

4.11.2.2 MONITORING

Mississauga will monitor annually:

- a. the rate and characteristics of development to determine whether adjustments are required to rate of growth policies for economic or social reasons;
- b. the balance between the residential work force and employment opportunities in Mississauga;
- c.

That further consideration of this sub-section be deferred pending a report from the Commissioner of Finance with respect to monitoring.

4.11.2.3

TARGETS
FOR 1986

- d. the type and amount of the housing stock

A review of Official Plan policies will be undertaken if it does not appear that the following targets for 1986 will be realized:

- a. Employment in Manufacturing 82,000
- Employment in Retail 24,000
- Employment in Service 94,000
- Total Employment 200,000
- b. Office floor space in 450 000 m²
the City Core (4,840,000 sq.ft.)
- Office floor space in 110 000 m²
Other Locations (1,180,000 sq.ft.)
- Total Office Floor 560 000 m²
Space (6,020,000 sq.ft.)
- c. Low Density Housing 59,100 dwelling
units
- Medium Density Housing 27,700 dwelling
units
- High Density Housing 45,000 dwelling
units
- d. The construction of 3,000 rental
dwelling units
- e. The construction of 1,600 senior
citizen dwelling units.

4.11.3

GENERAL
POLICIES

4.11.3.1

PIPED
SERVICES

Development of industrial and residential areas will not be permitted unless provision has been made for storm drainage, sanitary sewerage and water supply facilities. This includes provision for the servicing requirements and constraints of both upstream and downstream areas.

- 4.11.3.2 TRANSPORTA-
 TION
 RIGHTS-OF-WAY Development of both industrial and residential districts will not be permitted unless provision has been made for the dedication of appropriate transportation rights-of-way as identified schematically on Schedule 9 or as identified in the Secondary Plan for the District.
- 4.11.3.3 RESIDENTIAL
 DISTRICTS Residential Districts will be allowed to develop in increments of approximately 25,000 people or other population increments which allow the need for community services to be efficiently satisfied.
- 4.11.3.4 OFFICE
 DEVELOPMENT Encouragement will be given to the location of office developments in the City Core.
- 4.11.3.5 INFILLING
 AND
 DEVELOPMENT Priority will be given to infilling and redevelopment within areas already partially developed.
- 4.11.3.6 CITY CORE Development of the City Core will be encouraged at a rate and in a manner which is compatible with its role as a major employment and retail service centre and its role as the major concentration of activity in Mississauga.
- 4.11.3.7 PHASING
 PROGRAM Prior to allowing residential development in districts for which there are no secondary plans, the City will evaluate the relative merits of the lands in such districts, and will adopt a Phasing Program setting down the sequence in which those districts will be released for the preparation of Secondary Plans.
- The Phasing Program will be in conformity with the goals, objectives, and foregoing policies related to phasing, and will take account of the following criteria:

a. Support to Core:

Districts which, by their location are most supportive of the early development of the City Core Area.

b. Efficiency of Transit Service:

Districts which promote increased transit usage at the lowest incremental operating and capital costs, particularly in those corridors which ultimately should serve transit-oriented development.

c. Community Identity and Completeness

A sense of community identity and relationship to the whole City, the minimizing of incomplete communities, and the rounding out or infilling of existing communities.

d. Freedom From Noise:

Districts likely to have the greatest freedom from noise pollution.

e. Piped Services:

Except for estate lot development, districts most economically (to City and Region) provided with those storm drainage, sanitary sewer, and water facilities which ultimately will be required to serve their respective drainage sheds or pressure zones.

f. Roadways:

Districts most readily and economically provided with roadway facilities.

g. Community Services:

Districts most readily and economically provided with City and Regional Community services.

h. Housing:

Districts where circumstances best support the provision of a housing supply consistent with the City's needs in terms of employment opportunities and housing mix.

i. Finance:

That further consideration of this sub-section be deferred pending submission of a report from the Commissioner of Finance.

4.11.3.8 STAGING

As part of the Secondary Plan preparation, development in each district will normally be staged on the basis of the same criteria as that from which the Phasing Program is derived.

60. That Section 4.12 be deleted and replaced by the following:

4.12 PARKWAY BELT
WEST DRAFT PLAN

Mississauga considers that land within the Parkway Belt West Planning Area which is not required for transportation or utility uses should be primarily for recreation, conservation and open space uses.

61. That Section 5.1 be deleted and replaced by the following:

5.1 INTRODUCTION

The intent of this Plan is to guide development so that land uses are complementary and so that activities that have conflicting requirements and functions are separated. Major working, shopping, and recreation areas are distributed within a reasonable distance of residential districts with major commercial and industrial concentrations located where they may benefit from important transportation facilities. The pattern of uses has been designed with the intent of preserving important natural features.

Land use is divided into major categories, and policies are established in this section for each category. This section also describes land use policies which have general land use implications.

Some of the land use categories are termed Land Use Designations, and within each a range of similar or of mutually compatible uses is permitted, as described under Section 5. All of the Land Use Designations are shown on Schedule 11, Land Use Long Term Concept.

Other categories such as Interim Land Use, Environmental Policy Area etc., may overlap the Land Use Designations; these indicate special considerations and restrictions which apply and may or may not limit the actual uses permitted by the designation.

Certain categories like Heritage Conservation Area, and Extractive Industry, could later be added to Schedule 11, if lands become designated for these purposes.

Specific policies which supplement the more general policies of the Plan are also outlined for each residential and industrial district, including guidelines for the preparation of Secondary Plans.

62. That Schedule 9 Land Use Long Term Concept be deleted and replaced by revised Schedule 11 incorporating the following changes.

- (a) the symbolic major open space designation west of Mississauga Road, north of Highway 401 be reduced in size;
- (b) the lands on both sides of Erin Mills Parkway between Millcreek Drive and Battleford Road be designated Mixed Industrial and Commercial uses;
- (b) the General Industrial designation be extended south of Derry Road West between proposed Argentinia Road extension and the C.P.R. Railway;
- (d) the Major Open Space designations include the following footnote:

NOTES REGARDING MAJOR OPEN SPACE: - to be read in conjunction with Schedule 12
- policies of Section 5.7 apply

- (e) the proposed Hospital site located on the south-east corner of Eglinton Avenue West and Erin Mills Parkway be symbolically designated Major Institutional.
- (f) the waste management site adjacent to Second Line West and south of Britannia Road West be symbolically designated Waste Management;
- (g) the boundaries of the City Core Study Area be amended.

- (h) the aircraft noise zones be shown in addition to the following explanatory notes:

NOTES REGARDING PROJECTED NOISE EXPOSURE FORECAST (NEF) CONTOURS:

- date of preparation of forecast, Sept. 1976, Ministry of Transport
 - subject to amendment as required
 - new Residential development is restricted to areas less than 28 NEF
 - infilling of Residential is restricted to areas less than 30 NEF.
- (i) the Highway 403 corridor designation be deleted and replaced with the appropriate land use designation.

63. That Section 5.2.2 sub-section g be added as follows:
- 5.2.2 g. Education Facilities.
64. That Section 5.2.3 sub-section a be deleted, and that Section 5.2.3 sub-section c be re-numbered sub-section a.
65. That Section 5.3.2 be amended by the addition of the following:
- 5.3.2 PERMITTED j. Highway commercial uses in accordance
USES with the Highway Commercial policies.
66. That Section 5.4.2.2 be amended by the addition of the following:
- 5.4.2.2 PERMITTED k. Automotive sales and service
USES 1. Highway Commercial uses in accordance
with the Highway Commercial policies.
67. That Section 5.4.3.2 be amended by the addition of the following:
- 5.4.3.2 PERMITTED g. Highway Commercial uses in accordance
USES with the Highway Commercial policies.
68. That Section 5.4.4.2 be amended by the addition of the following:
- 5.4.4.2 PERMITTED h. Highway Commercial uses in accordance
USES with the Highway Commercial policies.
i. Automotive sales and service.
69. That Section 5.4.5.2 be amended by the addition of the following:
- 5.4.5.2 PERMITTED h. Highway Commercial uses in accordance
USES with the Highway Commercial policies.
i. Automotive sales and service.
70. That Section 5.4.6 be added as follows:
- 5.4.6 EXTRACTIVE
INDUSTRIAL
- 5.4.6.1 DEFINITION Lands designated Extractive Industrial
will be used for the quarrying,
extraction and processing of shale
resources.

- 5.4.6.2 PERMITTED USES
- a. Quarrying of shale resources;
 - b. Uses associated with quarrying taking place on the site including stockpiling of excavated materials, refining and processing of the excavated materials, storage of manufactured products and all other uses directly related and essential to the primary use;
 - c. Office and other ancillary uses either within industrial buildings or in separate buildings within a complex of associated industrial buildings, provided that they are clearly accessory and occupy a small area in terms of floorspace or site coverage to the size of the industrial plant. Also office uses at the industrial plant that include national and/or regional head offices, provided that the office building is occupied solely by the company;
 - d. railways.
- 5.4.6.3 POLICIES
- a. Quarries will be licenced and will operate in compliance with provincial legislation.
 - b. Processing of excavated materials and related activities must occur within or contiguous to the area licenced for extractive operations.
 - c. Progressive rehabilitation of excavations shall proceed toward the planned post-extractive use for the site in accordance with approved site development and rehabilitation plans.
 - d. Buffering will be required to ensure visual compatibility between uses; fencing and signs will be required where necessary to ensure safety.
 - e. Approval will be required pursuant to the provisions of Section 35a of The Planning Act.

- f. Potentially available shale resources within undeveloped and uncommitted areas are identified on Appendix D. Extraction of shale minerals and manufacturing of clay products shall be considered as part of the preparation of Secondary Plans for areas in which such deposits occur.

71. That Section 5.5.1 be deleted and replaced by the following:

5.5.1 PERMITTED
USES

Commercial facilities will generally be offices and establishments for the sale of goods, services, and accommodation to the general public, and may also include properly integrated residential uses as defined by the appropriate Secondary Plan. Commercial facilities are categorized as follows:

- District Commercial Centre;
- Neighbourhood Commercial Centre;
- Convenience Commercial Centre;
- Historic Commercial Centre;
- Airport Commercial District;
- Highway Commercial District.

72. That Section 5.5.2.1 be deleted and replaced by the following:

5.5.2.1 DEFINITION

A District Commercial Centre will be a cohesive grouping of retail, office and service establishments all occupying a total site up to approximately 12 ha (30 acres) designed to provide the residents in the surrounding district with a variety of goods and services.

73. That Section 5.5.2.2 sub-section a be deleted and replaced by the following:

5.5.2.2

POLICIES a.

Gross Leasable Floor Area maxima may be established by retail trade category at the Secondary Plan level and further, a total site area greater than 12 ha (30 acres) may be designated in a Secondary Plan if such an increase is required to permit the development of showroom type retail activities.

74. That Section 5.5.7.1 be deleted and replaced by the following:

5.5.7.1 DEFINITION Highway Commercial areas will be designated in Secondary Plans. Generally, these areas will be located adjacent to Commercial Centres or Districts, or Industrial Districts to conveniently serve the needs of the travelling public. The Highway Commercial category will include such uses as automobile sales and service, automobile service stations, car washes, automobile oriented restaurants, and overnight accommodation.

75. That Section 5.5.7.2 be deleted and replaced by the following:

5.5.7.2 POLICIES a. Detailed policies for the location and number of Highway Commercial uses will be required in each Secondary Plan.

b. Highway Commercial uses will be permitted in locations compatible with surrounding uses.

c. Design guidelines will be established for Highway Commercial uses to ensure harmony with neighbouring uses.

d. Highway Commercial uses will be required to have adequate access, parking, landscaping, and buffering.

e. Where no Secondary Plan exists or where no secondary plan is anticipated in the near future, Highway Commercial uses may be permitted in other conceptual land use designations shown on Schedule 11 through individual zoning applications, provided that the following guidelines are met:

- the proposed use is in keeping with the intent of the Official Plan Policy in accordance with b, c, and d of this section;
- there is a demonstrable need for the proposed use;

- the proposed use will not produce traffic volumes which cannot be safely handled by the existing transportation system;
- the proposed use will only be permitted on major arterial or collector roads.

76. That Section 5.6.1 be amended by the addition of the following:

5.6.1 INTRODUCTION

This section establishes the land use policies for the major open space areas on Schedule 11 and the open space areas which are not shown on that Schedule. The policies for the other component of open space, Environmental Protection and Policy Areas are contained in Section 5.7. Where the Major Open Space designation or any other designation on Schedule 11 overlaps the Environmental Protection Areas on Schedule 12, the policies of Section 5.7.2. shall apply.

77. That Section 5.6.3.8 sub-section b be deleted and replaced by the following:

5.6.3.8. LAKE ONTARIO
WATERFRONT

Mississauga will cooperate with the Credit Valley Conservation Authority to implement the waterfront planning concepts contained in the Mississauga Waterfront Plan and to develop the waterfront in order to:

- increase public accessibility and use;
- provide opportunities for a range of recreational and leisure activities;
- provide facilities for water related recreation;
- permit an integrated management system for the entire shoreline;
- increase visual attractiveness;
- complement adjacent land uses;
- improve environmental quality.

78. That Section 5.7 be re-titled Environmental Planning Areas.
79. That Section 5.7.1 be deleted and replaced by the following:

5.7.1 INTRODUCTION

The purpose of these policies is to preserve elements of the natural environment and protect persons and property from the hazards of the environment such as flooding, bank instability, and other natural hazard while allowing development and require public works to be carried out. The policies of this section establish three categories to deal with various levels of environmental significance and ecological sensitivity:

- a. Environmental Protection Areas
- b. Environmental Policy Areas "A"
- c. Environmental Policy Areas "B".

The policies for these areas indicate generally the restrictions applied and uses permitted on the lands identified symbolically on Schedule 12. More precise boundaries of lands in these categories will be identified during the preparation of Secondary Plans and the processing of development applications. Programs identifying the requirements and procedures to be followed in the preparation of Environmental Assessment Reports will be established. A map of the hazard lands is included as Appendix E.

80. That Section 5.7.2.1 be deleted and replaced by the following:

5.7.2.1 DEFINITION Areas having the highest level of environmental significance and ecological sensitivity are designated Environmental Protection Areas. These include land and water resources which exhibit environmental hazard and are critical to the maintenance of natural systems.

81. That Section 5.7.2.2 sub-section c be deleted and replaced by the following:

5.7.2.2 GENERAL c. The boundaries of the Environmental
PRINCIPLES PROTECTION AREAS shown on Schedule 12 serve as general guidelines for the preparation of Secondary Plans. These boundaries will be determined by means of detailed Environmental Assessment Reports and will be defined in the Restricted Area (Zoning) By-laws which will implement these policies.

82. That Schedule 10 Environmental Planning Areas be deleted and be replaced by Schedule 12 Environmental Planning Areas.

83. That Section 5.7.2.3 sub-section b be deleted and replaced by the following:

5.7.2.3 PERMITTED b. No buildings or structures will be
USES permitted within Environmental Protection Areas, except where such buildings or structures are intended for flood and erosion control and meet the mutual requirements of Mississauga and other appropriate public agencies. Existing buildings or structures may be recognized as conforming uses in the Restricted Area (Zoning) By-law providing the mutual requirements of Mississauga and other appropriate public agencies are met.

84. That Section 5.7.2.4 sub-section b be deleted and replaced by the following:
- 5.7.2.4 POLICIES b. No construction, or dumping or removal of fill, or alterations of natural topographic contours within the channels, floodplains, and valleys of watercourses situated within Environmental Protection Areas will be permitted, except in accordance with the mutual requirements of Mississauga and other appropriate public agencies.
85. That Section 5.7.2.4 sub-section c be deleted and replaced by the following:
- 5.7.2.4 POLICIES c. Mississauga will cooperate with the appropriate public agencies to establish guidelines for flood and erosion control works.
86. That Section 5.7.2.4 sub-section d be deleted and replaced by the following:
- 5.7.2.4 POLICIES d. An Environmental Assessment Report will be requested for major public works projects in Environmental Protection Areas and the agency concerned will be requested to design its facilities to minimize disturbance to the areas involved.
87. That Section 5.7.2.4 sub-section g be deleted and replaced by the following:
- 5.7.2.4 POLICIES g. Mississauga, in conjunction with the appropriate conservation authority, will identify Environmental Protection Areas to be acquired, when appropriate, as public open space. When such areas are acquired, Mississauga, in cooperation with the appropriate conservation authority, will in such areas:

- promote the retention of natural landscapes and the maintenance of natural processes;
- regulate activities which will cause environmental change and which will decrease ecological diversity;
- regulate the establishment of public facilities to minimize damage and disturbance by human activity;
- undertake reforestation programmes where required, particularly along watercourses and on steep slopes;
- establish forest management practices to increase ecological diversity and to encourage natural regeneration of forest cover.

88. That Section 5.7.3.1 be deleted and replaced by the following:

- 5.7.3.1 INTRODUCTION
- a. Environmental Policy Areas "A" include lands and water resources which have lesser environmental significance and ecological sensitivity than Environmental Protection Areas, and which can tolerate some modifications.
 - b. Policies for Environmental Policy Areas "A" are established to protect natural functions, to enhance recreational opportunities, to preserve scenic natural landscape features and to ensure control of activities in order that the impact on the natural environment will be minimized.
 - c. Environmental Policy Areas "B" include lands which exhibit lesser environmental significance and ecological sensitivity than Environmental Policy Areas "A" and into which some urban uses can be integrated.
 - d. Policies for Environmental Policy Areas "B" are established to retain natural landscape features by appropriately incorporating these elements into the urban environment.

- e. The boundaries of the Environmental Policy Areas shown on Schedule 12 serve only as general guidelines for the preparation of Secondary Plans. These boundaries will be determined by means of Environmental Assessment Reports and will be defined in the Restricted Area (Zoning) By-laws which will implement these policies.
- f. Where part of an Environmental Policy Area is privately owned, this Official Plan does not imply that such land is free and open to the general public or will necessarily be purchased by Mississauga or any other public agency.
- g. The preparation of Secondary Plans will include Environmental Assessment Reports of the relevant Environmental Policy Areas "A" and "B". The environmental policies of Secondary Plans will be based on the Environmental Assessment Reports and will provide detailed environmental policies for specific areas. Development applications will be subject to the environmental policies of the Secondary Plan, the Environmental Assessment Report upon which the policies were based, and any further detailed environmental studies required during the processing of the application.

89. That Section 5.7.3.2 be amended by the addition of new sub-section b and the subsequent sections renumbered accordingly:

5.7.3.2 PERMITTED b. When public works are planned
USES to traverse, coincide with or otherwise affect Environmental Planning Areas, an Environmental Assessment Report shall be required. The Environmental Assessment Report will identify the potential environmental impacts of the proposed public works; will determine how these impacts can be avoided or minimized; and will present appropriate mitigating and remedial measures.

90. That Section 5.7.3.2 renumbered sub-section c be deleted and replaced by the following:

5.7.3.2 PERMITTED c. No buildings or structures will be
USES permitted on lands with physical characteristics which, if built upon, could result in severe property damage or loss of life, except where such buildings or structures are intended for flood and erosion control and meet the mutual requirements of Mississauga and other appropriate public agencies having jurisdiction. Existing buildings or structures on such lands may be recognized as conforming uses in the Restricted Area (Zoning) By-law providing the mutual requirements of Mississauga and other appropriate public agencies are met.

91. That Section 5.7.3.3 sub-section d be deleted and replaced by the following:

5.7.3.3 POLICIES d. Activities that would have a detrimental impact on woodlots within open space systems will not be permitted.

92. That Section 5.7.3.3 sub-section e be deleted and replaced by the following sub-sections e and f and that subsequent sub-sections be renumbered accordingly:

- 5.7.3.3 POLICIES e. When Environmental Policy Areas "A" constitute woodlots, Mississauga will tolerate only limited modification of forest cover. Forest cover will be integrated with public open space systems.
- f. When Environmental Policy Areas "B" constitute woodlots, Mississauga will control development to prevent destruction of trees desirable and suitable for both preservation and incorporation with urban development.

93. That Section 5.7.3.3 sub-section g be deleted and replaced by the following re-numbered section h:

- 5.7.3.3 POLICIES h. Where development occurs adjacent to watercourses, a setback from the flood line or stable slope line may be required for: public access, safety, maintenance, open space, and recreational purposes. Such lands within the setback may be required to be conveyed to Mississauga.

94. That Section 5.7.3.3 sub-section j be deleted and replaced by the following re-numbered sub-section.

- 5.7.3.3 POLICIES k. When a watercourse is situated within public open space:
- pedestrian and bicycle paths may be constructed along the watercourse;
 - appropriate recreational facilities may be established within flood retention and detention areas. The location and design of recreational facilities will meet the mutual requirements of Mississauga and other appropriate public agencies having jurisdiction.

95. That Section 5.8.1 be deleted and replaced by the following:

- 5.8.1 DEFINITION The uses permitted within this designation will be consistent with maintaining the area open and free from extensive numbers of buildings or structures. Permitted uses may include:

- public open space, recreation or conservation;
- private open space and open air recreational activities which may include golf courses, golf driving ranges, riding academies, and similar uses;
- agricultural uses;
- residential estate lot development.

96. That Section 5.8.2.3 be added as follows:

5.8.2.3 Applications for severances are subject to the policies contained in Section 5.11.2.2.

97. That Section 5.9 be added and subsequent sections re-numbered accordingly:

5.9 RESIDENTIAL
ESTATE LOT
DEVELOPMENT

5.9.1 DEFINITION Residential Estate Lot development is planned low density non-farm residential development. Although such development may be oriented economically to the rest of Mississauga, it is connected to a minimum of urban services.

5.9.2 POLICIES

5.9.2.1 The establishment of residential estate lots shall be subject to Aircraft Noise policies, Transportation policies, Conservation policies, Financial policies, and all other policies of the Official Plan.

5.9.2.2 Residential Estate Lot development shall not be permitted except as provided for by a Secondary Plan which identifies specific locations and establishes detailed policies thereto.

5.9.2.3 Residential Estate Lot development shall occur by registered plan of subdivision only, subject to the Restricted Area (Zoning) By-law and Site Plan Agreement with the City of Mississauga; residential estate lot development on a condominium basis may be permitted.

- 5.9.2.4 Residential Estate Lot development shall locate in areas of limited agricultural potential or where it will not hamper viability or flexibility of agricultural activity.
- 5.9.2.5 Suitable water supply, adequate means of waste disposal must be available for residential estate lot development.
- 5.9.2.6 The design of residential estate lot development shall provide for a range of lot sizes with a minimum lot size of one hectare (2.5 acres) per dwelling unit. The minimum lot size shall not be construed as the only lot size. All lots shall be directly related to the site's topography, vegetation, soil and drainage characteristics.
- 5.9.2.7 Convenient access from Residential Estate Lot development to a municipal road shall be required to ensure ready accessibility for all vehicular traffic including school buses, maintenance, and emergency vehicles.
- 5.9.2.8 Residential Estate Lot development should be located in areas which offer natural amenities such as diverse topography and vegetation, water bodies and scenic quality.
98. That renumbered section 5.10.2.5 be added:
- 5.10.2.5 Application for severances are subject to the policies contained in Section 5.11.2.2.
99. That Section 5.10.1 be deleted and replaced by the following re-numbered Section 5.11.1.
- 5.11.1 INTRODUCTION There are areas in Mississauga which will remain undeveloped for considerable periods, and which have capability for agriculture and public and private recreational uses. These areas will be identified in the Phasing Program adopted by City Council which will establish the sequence in which the Residential Districts will be released for the preparation of Secondary Plans.

Such uses will be encouraged on an interim basis, and recognized by appropriate designations in the Restricted Area (Zoning) By-law until development appears appropriate in accordance with Schedule 11.

100. That Section 5.11.2.2 be added as follows:

5.11.2.2

Where an applicant can demonstrate that severances of land will not violate the policies established in Section 5.11.2.2 and will fulfill the following conditions, such severances may be permitted. Newly created parcels of land shall:

- a. have a minimum area of 10 ha (25 acres), except within the built up areas including the former Village of Meadowvale where smaller lots may be permitted in accordance with the Restricted Area (Zoning) By-laws.
- b. be fully serviced by municipal piped water services, municipal sanitary sewers, and adequate storm sewer facilities;
- c. have a minimum frontage on a public street equal to half the depth of the parcel;
- d. have a size appropriate to the use proposed;
- e. have no entrances to an arterial road;
- f. be discouraged outside of the built up areas including the former Village of Meadowvale;
- g. not be granted to encourage uses which destroy or appreciably reduce the scenic quality of attractive agricultural areas or adversely affect the usefulness of the remaining parcel;
- h. not be granted in the agricultural areas where the applicant has been the registered owner of the parcel for less than five years.

101. That Section 5.12.2.3 be deleted and replaced by the following renumbered

5.13.2.3 Cemeteries and related facilities will be permitted within Residential, Non-Urban, and Special Policy Area 1 designations, and are subject to the policies of these designations.

102. That Section 5.13.1.2 sub-section d be deleted and replaced by the following

5.14.1.2 POLICIES d. New residential development will not be permitted within areas expected to experience aircraft noise disturbance levels of 28 NEF or greater. The N.E.F. contours are based on information supplied by the Federal Ministry of Transport to the Ontario Ministry of Housing. If and when these contours are revised by these agencies the contours will be substituted as part of Schedule 11 in this Plan.

103. That Section 5.13.2.4 be deleted and replaced by the following re-numbered section:

5.14.2.4 Where the analysis described above indicates that anticipated sound levels on the site or within the buildings under consideration would exceed the outdoor or indoor sound level limits stipulated in Tables 3 and 4, respectively, by up to 5dBA, the City will require tenants and purchasers to be notified that:

Due to existing and/or possible future railway operations, the effects of noise, vibrations, fumes, may interfere with the activities or a living environment of the occupants of this property.

104. That Section 5.17 be added.

5.17 MAJOR INSTITUTIONS

5.17.1 INTRODUCTION

Major institutions include hospitals and post-secondary educational establishments such as universities and community colleges. They are identified as a separate land use category because of their size and city or region wide significance.

5.17.2 POLICIES

5.17.2.1

Major institution uses will be located in areas protected from incompatible adjacent uses and unnecessary noise levels.

5.17.2.2

Major institutions will be located and planned so that the adverse effects on adjoining residential areas are minimized.

5.17.2.3

Major institutions will be located at or near an arterial roadway and will be served by a transit route where possible.

5.17.2.4

Off-street parking adequate to satisfy the demands of the major institution will be required, to provide for the safe and efficient movement of vehicles within the lands of the major institution, and to minimize congestion on public roads.

5.17.2.5

Residential facilities associated with the major institutional use will be permitted.

5.17.2.6

Ancillary uses either within industrial buildings or in separate buildings will be permitted provided they are clearly accessory to primary uses identified in Section 5.17.1.

105. That Section 5.16.3.2 sub-section c be deleted and replaced by the following re-numbered sub-section.

5.18.3.2

GENERAL
GUIDELINES

c. The residential policies will:

- define types of uses permitted in each District;
- identify planning units to which schools, open spaces, and recreational space will be oriented;
- assign ultimate population and residential mix by density and type, to these units;

- specify suitable locations for special types of housing such as low cost housing, subsidized housing, senior citizen housing, and institutional housing;
- determine density ranges and specify areas where they apply;
- identify areas where special consideration with respect to density or design is indicated and where mixed residential/commercial uses are appropriate.

106. That Section 5.16.3.2 sub-section d be deleted and replaced by the following re-numbered sub-section.

5.18.3.2 GENERAL
 GUIDELINES

d. The commercial policies will:

- define types of uses permitted in each District;
- identify sites for retail, service, highway commercial, office, and mixed residential/commercial uses.
- establish permitted floor areas for retail and office commercial sites.

107. That Section 5.16.3.2 sub-section g be deleted and replaced by the following re-numbered sub-section.

5.18.3.2 GENERAL
 GUIDELINES

g. The Community Services policies will:

- relate to the policies identified in section 4.8;
- be based upon the Community Services Inventory as per section 4.8.3;
- have regard for the identification of need and specific facility and service requirements of district residents with respect to:
information centres, libraries, education, recreation and culture, children's services, group homes, services for seniors and disabled persons, health care, fire and police protection, places of worship and special services as indicated in Section 4.8 of this plan;

- have regard for the general principles identified in Section 4.8.2 and in particular the involvement of citizens in the Secondary Plan process;
- identify the appropriate agencies that will be expected to provide services in the District and to the District residents and attempt to provide an indication of timing of the provision of the services;
- identify broader needs at the City or Regional scale which could be satisfied at the District level and identify services which are needed but must be provided from outside the particular district;
- identify criteria and standards for services.

108. That Section 5.16.3.2 be amended by the addition of the following re-numbered sub-section j.

5.18.3.2

GENERAL
GUIDELINES

j. Urban design policies may designate roads as scenic routes on the basis of the following criteria:

- winding horizontal and vertical alignments as the result of prominent topographical features;
- narrow traffic lanes with tree canopies which arch over the road;
- narrow shoulders or the absence of shoulders, with roadside vegetation;
- rustic bridges, retaining walls, and historic sites;
- aesthetically pleasing atmosphere of the surrounding area.

109. That Section 5.16.3.3 sub-section a be deleted and replaced with the following re-numbered sub-section.

5.18.3.3

DISTRICTS
SUBJECT TO
READOPTED SECONDARY
PLANS

a. West Erindale

Policies

Development within this District will be allowed to proceed in accordance with Amendment 156 as amended, which

is readopted as the West Erindale Secondary Plan.

Guidelines for Amendment

In addition to the general policies of this Primary Plan, specific issues which will be considered when amending the West Erindale Secondary Plan are:

- conservation in the Credit River Valley;
- evaluation of the effects of the proposed extension of the North Service Road, adjacent to the Queen Elizabeth Way, across the Credit River;
- the reservation of a right-of-way for the possible introduction of an intermediate capacity transit system in the Erin Mills Parkway Corridor;
- the recommendations of the Hammond Road Area Study;
- the establishment of policies which will ensure that the subdivision of existing lots occurs in a manner and to an extent that is compatible with the character of the area.

110. That Section 5.16.3.3 sub-section b be amended by deleting the words "Burnhamthorpe-Eglinton" and replacing same with "Burnhamthorpe Road" and that this change be made throughout the plan.

111. That Section 5.16.3.3 sub-section c be deleted and replaced by the following re-numbered sub-section.

5.18.3.3 DISTRICTS c. Malton

SUBJECT TO
READOPTED
SECONDARY PLANS

Policies

Development in this District will be allowed to proceed in accordance with Amendment 179 as amended, which is readopted as the Malton Secondary Plan.

Guidelines for Amendment

In addition to the general policies of this Primary Plan, specific issues which will be considered when amending the Malton Secondary Plan are:

- effects resulting from the realignment and rail/road grade separation of the Derry Road and Airport Road intersection;
- the effects on residential development of expanded GO service through Malton, extension of Highway 427, construction of Highway 407, possible rail terminal developments in the vicinity, and aircraft noise.
- recognition of the unique geographical location of Malton and the need for local services.

112. That Section 5.16.3.3 sub-section e be deleted and replaced by the following re-numbered sub-section.

5.18.3.3 DISTRICTS e. Streetsville
 SUBJECT TO
 READOPTED
 SECONDARY PLANS Policies

Development in this District will be allowed to proceed in accordance with the Official Plan of the former Town of Streetsville as amended, and the Secondary Plan for Meadowvale South included as part of Amendment 218 as amended. These will be consolidated and readopted as part of the Streetsville Secondary Plan.

Guidelines for Amendment

In addition to the general policies of this Primary Plan, specific issues which will be considered when amending this Secondary Plan are:

- conservation in the Credit River valley;
- availability of piped services;
- preservation and improvement of the

unique character of Streetsville, especially through control of the land use and urban design along Queen Street;

- designation of Queen Street as a two-lane major collector;
- impact of a GO transit commuter station;
- the desired relocation of industry away from residential areas;
- the preservation of Streetsville as a commercial centre;
- the possibility of increased disturbance from aircraft operations.

113. That Section 5.16.3.3 sub-section f be deleted and replaced by the following re-numbered sub-section.

5.18.3.3 DISTRICTS f. Meadowvale West (East of Winston Churchill Boulevard)
SUBJECT TO
READOPTED SECONDARY PLANS Policies

Development in this District will be allowed to proceed in accordance with Amendments 241, 249, 266 and the relevant parts of Amendment 218. Collectively, these amendments constitute a Secondary Plan for that part of Meadowvale West east of Winston Churchill Boulevard.

A Secondary Plan for that part of Meadowvale West lying west of Winston Churchill Boulevard will be prepared. Subsequently, this plan will be consolidated with the re-adopted Amendments for the area of Meadowvale West lying east of Winston Churchill Boulevard, and this consolidation will constitute the Meadowvale West Secondary Plan.

Guidelines for Amendment

In addition to the general policies of this Primary Plan, specific issues which will be considered when amending the Secondary Plans in this District are:

- the reservation of a right-of-way for intermediate capacity transit linking Erin Mills Centre to the Meadowvale West Town Centre;
- provision of a broad range of housing types in terms of density, design, price and tenure;
- possible sites for government assisted housing;
- the possibility of increased disturbance from aircraft operations.

114. That Section 5.16.33 sub-section i be deleted and replaced by the following:

5.18.3.3 DISTRICTS i. Clarkson-Lorne Park
SUBJECT TO
READOPTED SECONDARY PLANS

Introduction

The part of this District south of the Canadian National Railway is subject to Secondary Plan policies contained in Amendment 248 as amended. The part of the District north of the Canadian National Railway is generally stable with only a few sites remaining to be developed.

Policies

Amendment 248 as amended will be readopted as the Clarkson-Lorne Park Secondary Plan (Lakeshore Area).

Secondary Plan policies will be prepared for and included in the Clarkson-Lorne Park Secondary Plan by amendment.

Guidelines for Amendment

In addition to the general policies of this Primary Plan, specific issues which will be considered when amending the Clarkson-Lorne Park

Secondary Plan are:

- the amount and type of commercial development on Lakeshore Road;
- parkland to allow public access to Lake Ontario;
- provision of a broad range of housing types in terms of density, design, price and tenure;
- identification of possible sites for government assisted housing;
- the role of Lakeshore Road West as an arterial and the desire to retain its existing character;
- the establishment of policies which limit Clarkson Road and Lorne Park Road to no more than two lanes;
- the establishment of retail policies which relate permitted retail floor space to the available market and the continued viability of established retail operations.

Development Guidelines

Additional issues which will be considered when evaluating development in the Clarkson-Lorne Park District are:

- Residential
Development will be compatible with the character of existing residential development in this District. Consideration will be given to the policy of providing a broader range of housing in terms of density, size, price and tenure in Mississauga as a whole, as stated in Section 4 and as determined by the annual housing policy statements.

The subdivision of large residential lots into residential lots of less than 24 m (79 feet) frontage will not be permitted if it would be detrimental to the existing character of the area.

- Transportation

Consideration will be given to the possible impact of intermediate capacity transit in the Erin Mills Parkway Corridor. Development in the areas subject to high levels of railway noise from the Canadian National Rail Line or traffic noise from the Queen Elizabeth Way will be planned, designed, and constructed in accordance with the policies concerning noise.

Major new development proposed for lands in the vicinity of Lorne Park Road and the Lakeshore Canadian National right-of-way will not be permitted if such development would prevent the establishment of a new GO commuter rail station in this area.

115. That Section 5.16.3.5 sub-section a be deleted and replaced by the following re-numbered sub-section.

5.18.3.5 DEVELOPING
DISTRICTS
REQUIRING SECONDARY
PLANS

a. Dixie-Shorefront

Introduction

A study leading to a new District Secondary Plan was initiated in 1976 to address problems which had become increasingly apparent in this District.

Secondary Plan Guidelines

- Residential

New residential development will be compatible with the characteristics of existing housing.

A policy of encouraging a diversity of housing within this District will be pursued provided that it does not conflict with the preceding policy.

The maintenance and improvement of the quality of housing is considered a high priority. Methods and programs for achieving this aim will be reviewed on an on-going basis against the needs of this District.

Housing redevelopment will be permitted on a small scale within defined areas providing that it does not adversely affect the residential environment.

- Transportation

Evaluation of development in this District will include consideration of the impact of additional traffic on Lakeshore Road. Development in areas subject to high levels of rail-way or traffic noise will be planned, designed, and constructed in accordance with the noise policies. Major new development proposed for lands in the vicinity of Cawthra Road and the Lakeshore Canadian National right-of-way will not be permitted if such development would prevent the establishment of a new GO commuter rail station in this area.

- Commercial

The clustering of neighbourhood level commercial facilities on Lakeshore Road East will be encouraged as a neighbourhood focus. There is a large inventory of commercial space in this District because of the proximity of this area to Sherway Gardens. Further large scale additions to community retail uses will not be permitted.

- Institutions

The excess capacity in schools in this District will be considered when evaluating proposals for residential development. The possibility of alternative uses for unused school space will be investigated.

- Design

A special program to improve the visual appearance of Lakeshore Road East will be established.

- Special Sites

Sites where the appropriateness of alternative land uses should be evaluated are the Canadian Arsenal property on Lakeshore Road East and the Federal Government property on Cawthra Road.

116. That Section 5.16.3.5 sub-section b paragraphs 1 to 6 be deleted and replaced by the following.

5.18.3.5 DEVELOPING DISTRICTS
REQUIRING SECONDARY PLANS

b. Port Credit

Introduction

A study leading to a new Secondary Plan for the former Town of Port Credit was initiated in 1975.

Secondary Plan Guidelines

- Residential

New residential development will be compatible with the characteristics of existing housing.

A policy of encouraging a diversity of housing within this District will be pursued provided that it does not conflict with the preceding policy.

The maintenance and improvement of the quality of housing is considered a high priority. Methods and programs for achieving this aim will be reviewed on an on-going basis against the needs of this District.

Housing redevelopment will be permitted on a small scale within defined areas providing that it does not adversely affect the residential environment.

The Secondary Plan will specify design guidelines for residential areas.

117. That Section 5.16.3.5 sub-section d be deleted and replaced by the following re-numbered sub-section.

5.18.3.5 DEVELOPING DISTRICTS
REQUIRING
SECONDARY PLANS

d. Queen Elizabeth

Introduction

This District is generally a stable area with a number of sites for development and redevelopment. A Secondary Plan is required for the Queen Elizabeth District. Such a Plan should address the issue of the nature of development and redevelopment near Highway 10 and consider the possibility of a future intermediate capacity line in this corridor intersecting with the GO commuter station.

Secondary Plan Guidelines

- Residential
Development shall be compatible with the character of existing residential development in the District, but consideration will be given to the policy of providing a broader range of housing in terms of density, size, price and tenure in Mississauga as a whole, as stated in Section 4 and as determined by the annual housing policy statements.

Subdivision of large residential lots into residential lots of less than 24 m (79 feet) frontage will not be permitted if it would be detrimental to the existing character of the area.

- Transportation
Consideration will be given to the possible impact of intermediate capacity transit in the Highway 10 Corridor. Development in the areas subject to railway noise from the Canadian National Rail Line or traffic noise from the Queen Elizabeth Way will be planned, designed, and constructed in accordance with the policies concerning noise.

118. That Section 5.16.3.5 sub-section e be deleted and replaced by the following re-numbered sub-section.

5.18.3.5 DEVELOPING e. West Cooksville
DISTRICTS
REQUIRING
SECONDARY PLANS

Introduction

This District is undergoing rapid development even though it has never had an approved Secondary Plan. A Secondary Plan for the District is of high priority in order to determine the best uses for the remaining sites, particularly adjacent to Dundas Street, and to implement special policies to ensure the preservation of Erindale Village.

Secondary Plan Guidelines

- Residential
New residential development will be compatible with existing development, but consideration shall be given to the policy of providing a broad range of housing in terms of density, size, price and tenure in Mississauga as a whole.

Subdivision of large residential lots into residential lots of less than 24 m (79 feet) frontage will not be permitted if it would be detrimental to the existing character of the area.

- Transportation
Development in areas subject to high levels of traffic noise from the Queen Elizabeth Way will be planned, designed, and constructed in accordance with the policies concerning noise.

The effects of the proposed extension of the North Service Road, adjacent to the Queen Elizabeth Way, across the Credit River will be evaluated.

- Conservation
The Secondary Plan will include policies to promote conservation in the Credit River Valley.

- Commercial
In the absence of community level retail facilities to serve this District, the development of a neighbourhood shopping facility which fulfills some of the missing functions will be encouraged.

- Erindale Village
The Secondary Plan will include policies directed at maintaining the Erindale Village area as an entity with unique character. Residential and historical aspects of the Village will be maintained; efforts should be taken to control traffic noise and speed, in order to maintain the pedestrian character of the area; further commercial development will be in keeping with the residential character of the Village; and, design guidelines will be established to ensure that further building complements the character of the area.

119. That Section 5.16.3.5 sub-section f paragraph 1 be deleted and replaced by the following.

5.18.3.5 DEVELOPING DISTRICTS
REQUIRING SECONDARY PLANS

f. Meadowvale Village

Introduction

Meadowvale Village is an historical

area which requires a Secondary Plan in order to preserve its unique character. The Secondary Plan will be bounded by the Parkway Belt West, Creditview Road, Highway 401 and mid-way between Second Line West and McLaughlin Road.

120. That Section 5.16.3.6 paragraph 1 be deleted and replaced by the following.

5.18.3.6 NEW
DISTRICTS REQUIRING
SECONDARY PLANS

This category includes the following districts: Mississauga Meadows; Creditview; Central Erin Mills; that part of Meadowvale West, west of Winston Churchill Boulevard; East Credit; Erin Mills West; Winston Churchill; Lisgar; and Streetsville East.

121. That Section 5.16.3.6 be amended by deleting the words "the exact alignment of Highway 403" and replacing same with "the design of Highway 403" and that this change be made wherever this phrase appears throughout the Official Plan.
122. That Section 5.16.3.6 sub-section c be deleted and replaced by the following re-numbered sub-section:

5.18.3.6 NEW c. Central Erin Mills

DISTRICTS
REQUIRING
SECONDARY PLANS

Introduction

The guidelines for development stated in this Primary Plan supersede previous policies for this District.

Secondary Plan Guidelines

- Residential

The ultimate gross density of this District will be 75 persons per ha (30.4 persons per acre). The ultimate population will be established in the Secondary Plan when the design of Highway 403 is determined.

A minimum of 20 per cent and a maximum of 30 per cent of all residential units will be low density.

Medium density will constitute no less than 25 per cent of all residential units.

A minimum of 30 per cent of all residential units will be high density, level 1. High density housing will be located in proximity to the intermediate capacity transit alignment and the central commercial area.

- Transportation

The environmental effects of the proposed Highway 403 adjacent to this District will be considered in its planning and design.

An alignment for the possible introduction of an intermediate capacity transit system in the Winston Churchill Corridor will be included in the Secondary Plan for this District.

The Erin Mills Centre will be the focus of transit service in the West Credit Area.

- Commercial

This district will contain regional level retail facilities primarily to serve the West Credit Area. These facilities will be put in place only when warranted by development of the West Credit Area, and it is demonstrated that the development of this centre will not preclude the development of a range of retail centres in other districts in the West Credit Area or an adverse impact on other retail centres.

- Open Space

The planning and design of the Central Erin Mills open space system will include public access to parkland along the Credit River.

- Institutions

A hospital will be located in this District.

123. That Section 5.16.3.6 sub-section d paragraph 1 be deleted and replaced with the following re-numbered sub-section.

d. Meadowvale West (West of Winston Churchill Boulevard)

5.18.3.6 NEW
DISTRICTS
REQUIRING SECONDARY
PLANS

Introduction

A Secondary Plan for that part of Meadowvale West located west of Winston Churchill Boulevard will be prepared. Subsequently, this plan will be consolidated with the re-adopted Amendments for the area of Meadowvale West located east of Winston Churchill Boulevard and this consolidation will constitute the Meadowvale West Secondary Plan.

124. That Section 5.16.3.6 sub-section i paragraph 1 be deleted and replaced by the following re-numbered sub-section.

5.18.3.6 NEW
DISTRICTS
REQUIRING SECONDARY
PLANS

i. Streetsville East

Introduction

Since planning of this District is dependent upon reduction of aircraft noise, the boundaries of this

District and the ultimate population will be determined in the light of the changing situation with respect to aircraft noise. No residential development will be allowed in areas which are currently forecast to lie within the 28 NEF contour.

125. That Section 5.16.4.6 be retitled Meadowvale South Business Park.
126. That Section 5.16.4.9 be retitled AIRPORT SOUTH and that sub-section b be deleted and replaced by the following re-numbered sub-section.

5.18.4.9 AIRPORT b. Secondary Plan Guidelines
 SOUTH

Commercial sites for retail warehouse, showrooms, and other commercial uses may be designated adjacent to Dixie Road. The setback requirement for buildings will be sufficient to allow the provision of common access facilities to groups of establishments rather than individual access; for example, access will be from individual collectors.

Commercial uses that serve the industrial community may be permitted on designated sites adjacent to Eglinton Avenue East, east of Dixie Road.

Development will be subject to the Toronto International Airport regulations respecting height of structures, obstructions, and emissions of smoke and light in the area immediately south of the airport.

127. That Section 5.16.4.10 sub-section a be deleted and replaced by the following re-numbered sub-section.

5.18.4.10 WEST a.
 MALTON

This District does not have a Secondary Plan and will continue to develop for industrial purposes. The District is designated for General Industrial development with part of the District west of the airport designated for Heavy Industrial development. Other areas, west of the Greenbelt proposed along the west branch of the Etobicoke Creek, may be designated Heavy Industrial at a later date provided that such a designation will not disrupt existing industrial development and provided that it does not have an adverse impact on the Malton residential District.

128. That Section 5.16.4.10 sub-section b be deleted and replaced by the following re-numbered sub-section.

5.18.4.10 WEST b. Secondary Plan Guidelines
MALTON

A background study will be undertaken to determine the demand in Mississauga for land designated for Heavy Industrial development. From the results of this study, it will be decided whether to designate more land within this District for Heavy Industrial development.

Commercial uses which serve the designated industrial uses may be permitted on sites adjacent to Dixie Road and Derry Road East.

A hierarchy of roads will be established within the District and the design of the road system will allow industrial traffic convenient access to Highway 401 and the future Highways 407 and 410, and also will ensure that industrial traffic need not traverse the Malton Residential District.

Development will be subject to the Toronto International Airport regulations respecting height of structures, obstructions, and emissions of smoke and light in the area immediately west of the airport.

129. That Section 5.16.4.18 be retitled Meadowvale North Business Park, that sub-section b be deleted and replaced by the following re-numbered sub-section.

5.18.4.18 MEADOWVALE b. Secondary Plan Guidelines
NORTH
BUSINESS
PARK

Development will occur in relation to road improvements in the area that will ameliorate traffic as it affects Meadowvale Village, including a firm commitment on the part of the Ministry of Transportation and Communications to reconstruct the Mississauga Road/Highway 401 interchange and appropriate measures are taken by the Region of Peel to prohibit through truck traffic on Derry Road West through the Meadowvale Village area.

Commercial uses that serve the travelling public will be permitted and will be grouped adjacent to Derry Road West and Mississauga Road.

Commercial uses that serve the industrial community will be permitted and will be grouped in a location that is accessible to the industrial community.

Provision will be made for rail access to sites adjacent to the CP rail line.

The boundaries and location of the major open space areas will be determined in detail during the preparation of the Secondary Plan.

130. That Section 5.17 Highway 403 Corridor be deleted.

131. That Section 6.3.1 be deleted and replaced by the following.

6.3.1 EXISTING
SECONDARY
PLANS

Mississauga is divided into areas known as Planning Districts. These Districts are shown on Schedule 7. Also, shown on Appendix E are the areas which are subject to re-adopted Secondary Plan Amendments.

132. That Section 6.3.1.3 be deleted and replaced by the following.

6.3.1.3

Amendments to Secondary Plans will be styled as amendments to a particular Secondary Plan and will be titled and numbered as in the following example: The North North Dixie Secondary Plan, Amendment 1.

133. That Section 6.3.1.5 be deleted and replaced by the following.

6.3.1.5

The following amendments to the Town of Mississauga Official Plan are hereby repealed and readopted as Secondary Plans and retitled as follows:

- a. Amendment 151 (as amended by Amendments 159, 229, and 225) and Amendment 166 (as amended by Amendment 196) which are hereby retitled and combined to be known as the Cooksville/Munden Park Secondary Plan.

c. Amendment 160 (as amended by Amendments 164, 178, 194, 200 and 263) which is hereby retitled and combined to be known as the North Dixie Secondary Plan.

d. Amendment 179 (as amended by Amendments 195, 212, 235, 243, 244 and 245) which is hereby retitled and combined to be known as the Malton Secondary Plan.

e. Amendment 216 which is hereby
retitled to be known as the
Mississauga Valleys Secondary Plan.

f. Amendment 225 which is hereby
retitled to be known as the
North North Dixie Secondary Plan.

g. Amendments 241, 249, 266 and the relevant parts of Amendment 218 pertaining to Meadowvale West, which are hereby retitled and combined to be known as the Meadowvale West Secondary Plan.

h. Amendment 246 (as amended by Amendments 251, 265 and 270) which is hereby retitled and combined to be known as the Erin Mills South Secondary Plan.

i. Amendment 248 (as amended by Amendment 272) which is hereby retitled and combined to be known as the Clarkson-Lorne Park Secondary Plan (Lakeshore Area).

134. That Section 6.3.1.6 be deleted and replaced by the following.

6.3.1.6

The Town of Streetsville Official Plan
(as amended by Streetsville
Amendments 1, 2, 3, 4, 6, 7, 8,
9, 10, and 11) and Town of
Mississauga Amendment 218 pertaining
to Meadowvale South, (as amended by

Amendment 260) are hereby repealed, readopted, retitled and combined to be known as the Streetsville Secondary Plan.

The lands within the Streetsville Secondary Plan District covered by neither the Town of Streetsville Official Plan nor the Secondary Plan policies referred to will be subject to the general strategic and land use policies of the Official Plan.

135. That Section 6.3.1.7 be deleted and replaced by the following.

6.3.1.7

All readopted Secondary Plans will be reviewed as considered necessary or advisable, beginning in 1978. In the meantime, in the event of a conflict between the policies and provisions contained in the readopted Secondary Plans and this Official Plan, a further Official Plan amendment will be required to the Secondary Plan to resolve the conflict in favour of the Primary Plan.

136. That Section 6.3.1.11 be added as follows.

6.3.1.11

Any amendments to the Official Plan of the former Town of Mississauga before the Minister at the time of submission of this Official Plan will be included in the list of re-adopted amendments when they are given final approval by the Minister.

137. That Section 6.4 be amended by the addition of the following.

6.4

PROCESSING OF
DEVELOPMENT
APPLICATIONS

Development applications will be evaluated and processed in accordance with the relevant adopted Secondary Plan policies. Where Secondary Plans are in preparation, development applications may be processed simultaneously with the Secondary Plan. Where no Secondary Plan exists or is in preparation, the general policies of the Strategic Policy Section and Land Use Policy Section will apply to development applications.

138. That Section 6.4.5.2 sub-section a be deleted and replaced by the following.

6.4.5.2

- a. A land use which does not conform to the Restricted Area (Zoning) By-law but which existed prior to the approval of the Zoning By-law is termed a legal non-conforming use. Such non-conforming uses and those which do not conform with the land use policies of this Plan will be encouraged to relocate so that the subject land may be used in conformity with the policies of the Official Plan and the provisions of the implementing Restricted Area (Zoning) By-law. In some instances, it may be desirable to permit the extension or enlargement of such a non-conforming use in order to avoid hardship. An application for an extension or enlargement will be considered under the provisions of Section 35 (21) of The Planning Act, and it is expected that the Committee of Adjustment will be similarly guided in considering applications under Section 42 of The Planning Act. The following policies will apply in considering such applications.

139. That Section 6.4.5.2 sub-section b be deleted and replaced by the following.

6.4.5.2

- b. In considering an application for the extension or enlargement of a non-conforming use, Council may consider the desirability and feasibility of acquiring the property concerned, and of holding, selling, leasing, or redeveloping it in accordance with the provisions of The Planning Act. In this regard, special attention will be given to the re-establishment of the use in a different location, and in accordance with the policies of this Official Plan.

140. That Section 6.4.6.2 be deleted and replaced by the following.

6.4.6.2 Approval of site plans may be required prior to the issue of building permits.

141. That Section 6.5 be deleted and replaced by the following.

6.5 PUBLIC PARTICIPATION

6.5.1 OFFICIAL PLAN AND SECONDARY PLANS

Mississauga shall develop, as part of any review of the Official Plan or revision or preparation of Secondary Plans, a public participation program. Public participation programs will be designed to increase public awareness, encourage active public involvement in the planning process, and where appropriate facilitate consultation and joint planning.

6.5.2 ONGOING PUBLIC PARTICIPATION

6.5.2.1

Planning policies and reports will be made available to the public so as to encourage continuing public awareness and input into the process.

6.5.2.2

Mississauga encourages individuals and groups to take an active interest in the planning of the City. As such, Mississauga will provide the necessary resources upon request, to assist organization in preparing briefs, submissions and responses to planning activities.

142. That Section 6.6 be amended by the addition of the following sub-section e.

6.6 ROLE OF MISSISSAUGA IN IMPLEMENTATION e. implement and monitor municipally - funded components of the Plan by means of a Capital Works Program.

143. That Section 7 be deleted and replaced by the following.

7. INTERPRETATION

The City of Mississauga Official Plan, including Secondary Plans, consists of Texts, and Schedules.

The Schedules have been drawn on a generalized base map. The location of boundaries between areas designated or shown by symbols are approximate and shall be interpreted as such. They are not intended to define the exact locations except where they coincide with major roads, railways, transmission lines, streams, or other bodies of water, and other clearly recognizable physical features. Future road and public transit systems and bicycle paths are shown in approximate locations only.

This Plan is designed to express the general intent of the municipality and it shall be interpreted not in a narrow technical manner but rather from a long-term conceptual point of view. Interpretation of the intent of this Plan or any part thereof will be made by Council on the advice of staff.

This Plan replaces the existing Mississauga, Streetsville, and Port Credit Official Plans and that part of the Oakville Official Plan that applies to the City of Mississauga and all amendments thereto.

Metric measurements are used throughout the text of the Official Plan and will be the system of measurement employed in all Official Plan studies and associated projects. The approximate non-metric equivalents are given for information only.

Appendices will be adopted by by-law and amended by by-law without amendment to the Official Plan.

144. That the Appendices be amended as follows:

- a. Appendix A be deleted and the text as amended contained therein be re-titled Table 2 and included after Section 5.14.1.2.

- b. Appendices B and C be deleted and the text contained therein be re-titled Tables 3 and 4 respectively and included after Section 5.14.2.4.
 - c. New Appendix A be added and titled Hazard Lands.
 - d. Appendix D be re-titled Appendix B.
 - e. Appendix E be re-titled Appendix C.
 - f. New Appendix D be added and titled Potentially Available Shale Resources Within Undeveloped and Uncommitted Areas.
 - g. New Appendix E be added and titled Readopted Secondary Plans.
145. That Planning Staff be authorized to further amend the draft Official Plan in accordance with the status of Secondary Plans currently being considered or before the Minister and in accordance with Council decisions that affect the policies contained in this Plan.
146. That the draft Official Plan be approved as amended and that Planning Staff be directed to revise the draft Official Plan in accordance with the foregoing recommendations and to submit same to Council for final approval.

FINANCE DEPT.
Feb. 1978

HANDOUT 1.

Mar 7/78

CREATION OF NEW DEBT CAPACITY

CASE I

Assumptions:

1. Assessment Ratio = 70.30 (R/CI)
2. Residential Mill Rate = 8:00
3. Commercial Mill Rate = 9.411764706
4. Average Assessment per new residential unit - \$22,000
5. 25% Debt Policy Guideline applies.
6. Occupancy factor (residential) = 3.

New Debt Capacity created by New Residential Development:

- (1) Additional tax revenue - $22,000 \times \frac{8}{1000} = \$ 176.00$
- (2) 25% of tax levy (1) = \$44.00
- (3) Debt Capacity = $\frac{\$44.00}{.125089} = \351.75 per unit.
- (4) Per Capita new residential debt capacity = $\frac{\$351.75}{3} = \underline{\underline{\$117.25}}$

New Debt Capacity created by New Commercial-Industrial development:

- (5) New Commercial-Industrial assessment required to produce 70:30 ratio = \$9,429 per residential unit
- (6) Additional commercial tax revenue = $\$9429 \times \frac{9.411764706}{1000} = \$88.74/\text{unit}$
- (7) 25% of tax levy (6) = \$22.19
- (8) Debt capacity = $\frac{\$22.19}{.125089} = \$177.39 / \text{unit}$
- (9) Per Capita new Commercial-Industrial debt capacity = $\frac{177.39}{3} = \$59.13$
- (10) Total new debt capacity created (per capita):

Residential (.4)	\$117.25
Commercial-Industrial (9)	59.13
	<u>\$176.38</u>
- (11) New Total Debt Capacity for a population of 15,000 = \$2,645,700
New Residential Total Debt Capacity for population of 15,000 = \$1,758,750

CREATION OF NEW DEBT CAPACITY

CASE II

Assumptions:

Assessment Ratio = 60:40 (R/C1)
Other assumptions as Case I.

New Debt Capacity created by New Residential Development:

(1) As for Case I (see line 4) = \$117.25 per capita

New Debt Capacity created by new Commercial-Industrial Development:

(2) New Commercial-Industrial assessment required to produce 60:40 ratio = \$14,666.67 per residential unit.

(3) Additional tax revenue produced =
 $14,667.67 \times \frac{9.411764706}{1000} = \$138.04/\text{unit}$

(4) 25% of tax levy (3) = \$34.51

(5) Debt Capacity = $\frac{\$34.51}{.125089} = \$275.88/\text{residential unit}$

(6) Per Capita new Commercial-Industrial debt capacity =
 $\frac{\$275.88}{3} = \91.96

(7) Total new debt capacity created (per capita) :

Residential	\$117.25
Commercial-Industrial	\$91.96
	<u>\$209.21</u>

(8) New Total Debt Capacity for a population of 15,000 = \$3,138,150
New Residential Debt Capacity for population of 15,000 = \$1,758,750

continued....

NEW DEBT CAPACITY v. CAPITAL REQUIREMENTS

Gross per capita Capital Requirements
(per John Doe Levy Policy) = \$ 978.26

% of gross new Capital requirements which
can be met from new debt capacity
(at 70:30 ratio) $\frac{176.38}{978.26} \times 100$ = % 18.03

% of gross new Capital requirements which
can be sustained from residential
development = $\frac{117.25}{978.26} \times 100$ = % 11.99

ASSESSMENT RATIOS - 1974 *

<u>Municipality</u>	<u>Population</u>	<u>Residential Assessment Ratio</u>	<u>Total Taxation Per Capita</u>	<u>Total Equalized Assessment per Household</u>
		\$	\$	\$
1. Toronto	682,252	44.1	435	37,932
2. North York	543,662	65.9	311	35,160
3. Scarborough	363,552	66.6	265	28,638
4. Hamilton	306,204	55.3	288	24,887
5. Ottawa	295,530	62.3	311	23,645
6. Etobicoke	288,118	56.6	394	41,296
7. London	236,828	66.2	233	21,022
8. Mississauga	222,437	71.0	268	39,186
9. Windsor	198,086	58.5	282	27,812
10. York	140,401	69.2	249	23,410
11. Kitchener	126,162	61.8	252	25,447
12. St. Catharines	116,983	67.8	218	23,298
13. Thunder Bay	107,353	44.5	214	21,815
14. East York	106,110	72.3	287	25,662
15. Oshawa	100,066	59.4	288	29,229

COMMENTS

- (1) Only 6 municipalities over 100,000 population had residential farm assessment ratios of 60% or less.
- (2) Of these, 5 had higher levels of total taxation than Mississauga.
- (3) In terms of equalized assessment per household, Mississauga was the second wealthiest municipality in the list.

* Source: 1974 Blue Book, T.E.I.G.A.

FINANCE DEPT.
Mar.1978

HANDOUT 4

CAPITAL GROWTH COSTS & REVENUES

1977 - 1986

Target Population	1986	395,250
Actual Population	1976	<u>252,250</u>
Net increase 1976-1986		<u>143,000</u>

COSTS

\$

Capital servicing costs for growth @ \$978.26 per capital x 143,000	139,898,000
Growth associated engineering costs	60,862,000
Replacement costs	<u>62,437,000</u>
Total Costs	263,197,000

REVENUES

\$

John Doe Levies	38,875,000
Big Three Levies	7,428,000
Acreage Levies	<u>19,272,000</u>
	65,575,000
Subsidy	<u>67,435,000</u>

NET 10-YEAR DEBENTURE REQUIREMENTS

\$130,187,000

DEBT CAPACITY

New Debt Capacity for 140,000 population
at 70/30 ratio = 140,000 x \$176.38 = \$ 24,693,000

New Debt Capacity at 60/40 ratio
= 140,000 x \$209.21 = \$ 29,289,000



City of Mississauga

MEMORANDUM

To Members of Council From L. M. McGillivray
Dept. All Department Heads Dept. Deputy Clerk

March 1st, 1978

RE: Official Plan
File 140-78

The Clerk's Office had intended to retain the Minutes of the Official Plan meetings pending the completion of the meetings. However, pursuant to a request by Councillor McCallion of February 27, 1978, attached are copies of the minutes to date/

/jp

attach.

CITY OF MISSISSAUGA

MINUTES

MEETING NUMBER THIRTY NINE

NAME OF COMMITTEE: GENERAL COMMITTEE OF COUNCIL
DATES OF MEETING: October 24, 25, 26, 27, 28;
November 4, 17, 18, December 1, 1977,
January 10, 20, February 7, 1978.
PLACE OF MEETING: Council Chambers

OCTOBER 24, 1977, 9:15 A.M.

MEMBERS PRESENT: Mayor Searle, Chairman; Councillors
Kennedy, Spence, Bean, Taylor,
Butt, Leavers and McCallion.
Councillor Hooper arrived at 9:30
a.m.
MEMBERS ABSENT: Councillor McRechnie.
STAFF PRESENT: E. Halliday, W. Taylor, R. Edmunds,
J. Dorrell and other members of the
Official Plan Task Force Staff;
P. Allen, Commissioner of Planning,
Region of Peel and other members of
his Staff; T. Julian and J. LeFeuvre.

MATTERS CONSIDERED:

The purpose of this special General Committee meeting was to review the Draft Official Plan in its entirety. The following material was forwarded to the members of the Committee prior to the meeting:

1. Draft Official Plan, December 1976
2. Response to Agency Staff Comments (Blue Book)

NOTE: This volume sets out amendments requested to the draft plan by various agencies and the City Staff recommendations pertaining to these. These minutes will only show where the Committee did not accept the Staff recommendations.

3. Supplementary Reports on the Draft Official Plan (Green Book)

October 24, 1977

4. Response to Public Comments on the Draft Official Plan - Volume I, Phasing
5. Response to Public Comments on the Draft Official Plan - Volume 2, General
6. Response to Public Comments on the Draft Official Plan - Appendix.

On September 26, 1977, Council decided that the Draft Plan would be considered in the following manner:

Staff explain to Council the whole plan from beginning to end, introducing the submissions and reports at each point in the Plan where they apply and that decisions be made on each section of the Plan as the presentation proceeds.

At the commencement of the meeting Mayor Searle stated that, hopefully, at the end of this week, General Committee would be in a position to recommend approval of the Official Plan. He informed those present that there would be no dialogue between the public and Council.

The Commissioner of Planning briefly addressed the Committee and explained the method of dealing with the Plan.

1. SECTION 2 - CONTEXT

Subsection 2.3.1. Policies of Federal Government

Councillor McCallion requested that both the Canadian National Railway Co. and the Canadian Pacific Railway Co. be added to this Section. The Committee agreed.

2. SECTION 3 - GOALS AND OBJECTIVES

Subsection 3.1. Introduction

The Region of Peel requested that the following paragraph be inserted between the first and second paragraph under this section:

Goals are here defined as ideal conditions expressed in terms of perfected situations towards which policies and strategies are directed. Objectives are elaborations of the goals, qualifying and clarifying their scope.

Continued.....

October 24, 1977

Like goals, the objectives may be expressed in terms of a degree of perfection which is unattainable, but this does not preclude their adoption as ideals to strive after. Any conflicts which occur among the goals and objectives will generally be resolved through trade-offs and compromises in the process of translating goals and objectives into policies of Council.

Councillor Spence recommended that the word "ideal" be deleted from the first sentence. The Committee agreed.

Councillor McCallion recommended the entire paragraph not be included in the Plan. This recommendation lost.

On a motion by Councillor Spence, the paragraph was amended to read:

"This section outlines the goals and objectives which together represent the type of development Mississauga intends to encourage. Goals and objectives shall be considered collectively. Individual statements should be read in this context only and not individually.

Goals are here defined as conditions expressed in terms of perfected situations towards which policies and strategies are directed. Objectives are elaborations of the goals, qualifying and clarifying their scope.

The third paragraph of the section was amended as follows:

- (a) deletion of the words "or any" from lines 6 and 7.
- (b) deletion of the words "any or" from line 8.
- (c) addition of the word "necessarily" between the words "not" and "be" in line 9.

Subsection 3.2. - City Identity

3.2.2.3.

Councillor McKechnie recommended that this paragraph be amended to read:

"To locate community facilities, including a City Hall, an area suitable for large open air gatherings and other cultural activities."

This motion carried.

October 24, 1977

3. SECTION 4 - STRATEGIC POLICY

Subsection 4.1 - General Concept

Paragraph (c) of this section reads as follows:

"That the ultimate population for Mississauga will be approximately 700,000."

Councillor McCallion recommended that the City's maximum population be 500,000.

Councillor Spence, at this time, indicated that later during the week she would be introducing a motion to designate the lands east of Credit River, north of the Parkway Belt, west of Highway #10, as Agricultural.

It was suggested to Councillor McCallion that her motion regarding the ultimate population of Mississauga be deferred and considered during the Land Use Policy section. The Committee agreed.

A motion for recess was made at 11:05 a.m. The meeting reconvened at 11:20 a.m.

The Committee was just commencing discussion of Schedule 5, Proposed Structure, when a motion for recess was made at 12:00 noon. The meeting reconvened at 1:40 p.m.

All members of the Committee were present for the afternoon session of the meeting. Mayor Searle and Councillor McKechnie left the meeting at 3:30 p.m. in order to attend a meeting with the Premier of Ontario.

Discussion continued regarding Schedule 5.

Councillor McKechnie requested that the "Dixie" district be renamed. It was agreed by the Committee to name it "Airport South".

Councillor McCallion recommended that further discussion of Schedule 5 be deferred to the Land Use Policy discussions. The Committee agreed.

October 24, 1977

Subsection 4.3. - Economic Structure

4.3.2.4. Industrial Employment

This paragraph was amended to read:

"City Council will attempt to specifically encourage employment opportunities for the resident labour force."

Subsection 4.3.4. - Retail Commercial

Councillor McKechnie recommended that this entire section be deleted. This motion carried.

Councillor Spence recommended that the Staff prepare a General Statement regarding Retail Commercial to be placed in this section. This motion carried.

Subsection 4.3.5. - Office Space

A revised Office Space Policy was contained in the "Green Book".

4.3.5.2. - Office Centres (Revised)

Councillor McCallion recommended that the introductory line of subsection (c) of this section be amended to read:

"c. Intermediate Office Centres

Intermediate Office Centres will be permitted in the following areas:"

This motion carried.

Councillor Hooper acted as Chairman of the meeting when Mayor Searle and Councillor McKechnie left.

On a motion by Councillor Spence, section (d) of this section was amended by the addition of the following at the end:

"- areas adjacent to GO Stations."

Councillor Butt recommended that the revised policy be approved as amended. This motion carried.

A motion for recess was made at 4:00 p.m.

October 25, 1977

OCTOBER 25, 1977, 9:15 A.M.

MEMBERS PRESENT:

Mayor Searle, Chairman;
Councillors Kennedy, Bean,
Taylor, Butt, Leavers and
McCallion. Councillor Spence
arrived at 9:30 a.m. and Councillor
McKechnie arrived at 11:05 a.m.

MEMBERS ABSENT:

Councillor Hooper.

STAFF PRESENT:

As on October 24.

3. SECTION 4 - STRATEGIC POLICY CONTINUED:

Subsection 4.5 - Transportation

Schedule 6 - Roads and Transit, Long Term Concept -

Mr. R. Stryland, Transportation Planner, advised the Committee that amendments had been suggested by various departments, agencies, including the Ministry of Transportation and Communications.

The Committee decided to consider each requested change to this schedule individually. The following changes are those not accepted by the Committee:

- (i) Finch Avenue Extension to Steeles Avenue. Peel Regional Transportation Planning requested that a link be added and that it be designated as arterial. City Staff agreed to the change.

Councillor McKechnie recommended that this be deleted until such time as the Staff had prepared a complete analysis of this area. The Commissioner of Planning urged the Committee to retain this right-of-way. Councillor McKechnie's motion was deferred.

- (ii) Queensway Bridge over the Credit River. Peel Regional Transportation Planning requested that a link be added from Mavis to Erin Mills Parkway as arterial, and that the designation on section westerly be changed to arterial. City Staff made no recommendation.

Councillor Kennedy recommended that the "Status Quo" regarding this matter be maintained. This motion carried.

Continued.....

October 25, 1977

- (iii) (a) Mineola/Atwater. Peel Regional Transportation Planning requested that this be added as a Major Collector. City Staff agreed.
- (b) Indian Road/Truscott. Same as (a).
- (c) Ogden Avenue. Same as (a).

Councillor Spence recommended that in the text of the Plan, a statement should be included to the effect that no change will take place on these roads and no further consideration will be given to the Mineola Bridge over the Credit River; also that the roads would remain two lanes. She also recommended that these roads be redesignated as "minor collectors" and that this definition be added to the road categories contained in the Plan.

At this point in the meeting, Councillor McCallion introduced the following motion:

"Whereas new information regarding the transportation network has been presented to Council;
Therefore be it resolved that in light of this information, the Transportation Network be the subject for a public meeting to be called in November."

Councillor Taylor suggested that this motion not be considered until completion of the Transportation discussion. Councillor McCallion agreed to defer her motion.

A motion for recess was made at 10:30 a.m. The meeting reconvened at 10:50 a.m.

Quite a lengthy discussion followed after it was suggested by the Staff that the maximum width of Lakeshore Road could possibly be six lanes.

A motion for recess was made at 12:00 noon. The meeting reconvened at 1:40 p.m.

The following members were present: Mayor Searle; Councillors Kennedy, Spence, Bean, Taylor, McKechnie, Hooper, Butt and McCallion. Councillor Leavers arrived at 3:30 p.m.

The Commissioner of Engineering, Works and Building requested that the motions regarding Mineola/Atwater; Indian Road/Truscott, and Ogden Avenue, be referred back to Staff for redefinition. The Committee agreed.

Continued.....

October 25, 1977

- (iv) Thomas/McCaugherty. Peel Regional Transportation Planning requested that a link be added between Creditview and Queen Street as major collector. City Staff made no recommendation.

Councillor Taylor recommended that the change not be accepted. This motion carried.

Councillor Spence recommended that the Planning and Engineering Staff prepare a report on Major Collectors. This motion carried.

- (v) Tomken Road. Peel Regional Transportation Planning requested that this be added as a major collector south to Dundas Street. City Staff agreed.

Councillor Bean stated he disagreed with this recommendation and recommended that it be referred back to Staff as in (iii). The Committee agreed.

- (vi) TIA/Malton ICTS Link. Peel Regional Transportation Planning requested that this be deleted. City Staff made no recommendation.

Councillor Taylor recommended its deletion; however, that Staff investigate an alternative. The Committee agreed.

- (vii) Parkway Belt ICTS. Peel Regional Transportation Planning requested that this be deleted and reinstated along Burnhamthorpe Road. City Staff made no recommendation; however indicated strong support.

Councillor Taylor recommended that this change be approved and referred to the public meeting if held. This motion lost.

Councillor McCallion recommended that Councillor Taylor's motion be referred back to Staff for study on the implications of designating a route along Burnhamthorpe Road. This motion carried.

- (viii) Lorne Park and Cawthra Stations on Lakeshore GO Line. The M.T.C. requested that these be deleted. The Staff recommended that they be designated as "possible stations" to be clarified in the text.

Councillor Spence recommended that these proposed stations remain in the plan in order to keep the options open. This motion carried.

Continued.....

October 25, 1977

- (ix) Morningstar Drive. The Staff informed the Committee that this road should appear as a recommended change in that it is proposed as a major collector.

Councillor McKechnie recommended it be referred back to Staff for clarification. This motion carried.

A motion for recess was made at 3:50 p.m.

OCTOBER 26, 1977, 9:15 A.M.

MEMBERS PRESENT:

Mayor Searle, Chairman;
Councillors Kennedy, Spence,
Taylor, McKechnie, Butt and
McCallion. Councillor Leavers
arrived at 9:45 a.m. and Councillor
Bean at 9:50 a.m.

MEMBERS ABSENT:

Councillor Hooper.

Subsection 4.5.3.1. - Roads

Discussion continued regarding Transportation. Mr. Stryland advised the Committee that a "Right-of-way" width plan had been prepared which could be a schedule or an appendix to the Official Plan. He further indicated that if approved, part (j) of subsection 4.5.3.1. would have to be amended somewhat.

The Regional Commissioner of Planning urged the Committee to make this plan a full schedule so that if a right-of-way needs to be changed, it should go through the entire Official Plan amendment process.

Councillor Butt recommended that the entire matter of right-of-way widths be referred back to Staff for further study. This motion carried.

The Staff was requested to prepare copies of this plan for the members of the Committee.

Councillor McCallion recommended that a designation be added to this plan called "Scenic Routes". This motion carried.

Continued.....

October 26, 1977

A motion for recess was made at 10:30 a.m. The meeting reconvened at 10:45 a.m.

Subsection 4.5.3.8. - Marine

Councillor Leavers recommended that part (a) of this section be amended to read:

"(a) The maintenance and further development of waterfront facilities for boating activities be encouraged."

This motion carried.

With regard to part (b) of this section, Councillor Leavers requested that the words "existing or" in the first line, be deleted and that Staff be requested to prepare appropriate rewording. The Committee agreed.

Subsection 4.6. - Open Space and Recreation

4.6.1.9.

Councillor Taylor recommended that this section be amended to read:

"A park containing major recreational and sport facilities serving an area greater than the City of Mississauga, will be established so that it is easily accessible to the population of Mississauga."

This motion carried.

Subsection 4.7 - Environmental Planning

4.7.2. - Surface Drainage

4.7.2.2.

The Staff recommended that subsections (c) and (d) be added to this section.

Councillor Taylor recommended the word "may" being the first word in the second last line of paragraph (d) be changed to "shall". The Committee agreed.

Continued.....

October 26, 1977

4.7.2.1.

Councillor McCallion recommended that this section be amended to read:

"Mississauga will recognize as one of the bases for environmental planning adjacent to watercourses and Lake Ontario, the flood line and associated hazard lines, identified from time to time by the Halton Region, Credit Valley and Metropolitan Toronto and Region Conservation Authority."

A motion for recess was made at 12:00 noon during the discussion of the above motion. The meeting reconvened at 1:40 p.m.

The following members were present: Mayor Searle; Councillors Spence, Bean, Taylor, McKechnie, Butt, Leavers and McCallion. Councillor Hooper arrived at 2:10 p.m. Councillor Kennedy was absent due to other Municipal business.

Mr. D. Blyleven, Environmental Planner for the City, advised the Committee that City and Regional Staff had reached a compromise regarding subsection 4.7.2.1. and they recommended it read as follows:

"Mississauga will recognize as one of the bases for environmental planning adjacent to watercourses and Lake Ontario, the flood line and associated hazard lands identified from time to time by the Halton Region, Credit Valley and Metropolitan Toronto and Region Conservation Authority."

The Committee accepted this amendment.

4.7.4. - Ecologically Sensitive Lands

4.7.4.1.

Councillor McCallion recommended that subsection (g) be added as follows:

"(g) A Mississauga Forest, including interesting vistas."

This motion carried.

October 26, 1977

4.7.5. - Environmental Planning Program

The Committee agreed to change the word "may" in line 3 of this paragraph to the word "shall".

Subsection 4.8. - Social and Community Services

It was decided to defer this section until the Social Planner from the Region of Peel could be present.

A motion for recess was made at 2:45 p.m. The meeting reconvened at 3:00 p.m. Councillor Spence did not return to the meeting.

Subsection 4.9. - Piped Services and Utilities

4.9.2. - Storm Sewer Policies

4.9.2.2.

The Committee agreed to amend paragraph (a) to read:

- "(a) appropriate storm sewer facilities will be installed and maintained to serve the developed areas, with due regard to the need to protect creek and river areas and adjacent land uses from any possible destructive effects of storm water runoff." (addition of words "and adjacent land uses")

Councillor McCallion recommended that paragraph (c) be added as follows:

- "(c) Storm Management Studies will have been carried out prior to development to assess the impact of proposals on downstream flooding and erosion."

This motion carried.

Subsection 4.9.7. - Waste Management

The Committee was advised that this entire policy had been rewritten and was contained in the "Green Book" on page 34.

Continued.....

October 26, 1977

The Regional Commissioner of Planning requested, on behalf of Regional Staff, that the Committee recommend the designation in the Official Plan of a second sanitary landfill site (400 acres south of Britannia at the Tenth Line).

Mr. Edmunds urged the Committee not to designate a second site and that Council request the Region to investigate sites in the Region other than in Mississauga.

The Committee decided not to designate a second site.

9.7.2. - Liquid Waste (Pg. 34 Green Book)

Councillor Spence recommended that the word "will" in line 1 of paragraph (c) be amended to "may".

This motion carried.

Councillor Spence also recommended that paragraph (d) of this section be amended by the addition of the words "man made and" after the words "impact on" in the second last line.

This motion carried.

Councillor McCallion then requested the Staff to review the policy statement regarding Liquid Industrial Waste. The Committee agreed.

A motion for recess was made at 4:00 p.m.

OCTOBER 27, 1977, 9:15 A.M.

MEMBERS PRESENT:

Mayor Searle, Chairman;
Councillors Kennedy, Spence,
Bean, Taylor, McKechnie,
Butt and Leavers. Councillor
McCallion arrived at 10:15 a.m.

MEMBERS ABSENT:

Councillor Hooper.

Subsection 4.11 - Phasing

The Commissioner of Planning advised the Committee that on Page 19 of the Green Book, three options re phasing were set out as follows:

Continued.....

October 27, 1977

- (i) Phasing as proposed in the Draft Official Plan
- (ii) Phasing Policy separate from the Official Plan
- (iii) Holding Designation for late-staged lands.

Mr. Edmunds indicated that he recommended Option two.

At this point in the meeting, the Regional Commissioner of Planning read a letter (October 11, 1977) to the Committee which the Regional Chairman received from the Minister of Housing. The Minister pointed out that lack of phasing in any Official Plan should not mean the automatic release of all development or the approval of sporadic or poorly located development. He suggested that all areas for future development be designated as "new residential development" or "new industrial development".

Councillor Spence suggested that the matter of phasing be deferred until the Staff prepared a report based on Option 2. She outlined a number of concerns regarding the lack of a phasing policy within the Official Plan.

Councillor Kennedy recommended that the Planning Staff prepare a comprehensive report on Option 2 as set out in the Green Book. This motion carried.

Subsection 4.12 - Parkway Belt West Plan

The Committee was advised that this statement must conform to whatever the Province ultimately decides.

Councillor McKechnie recommended that the paragraph be amended to read:

"Mississauga considers that land within the Parkway Belt West Planning Area, which is not required for transportation or utility uses, should be primarily for recreation, conservation and open space uses."

This motion carried.

4. SECTION 5 - LAND USE POLICIES

5.3. - Residential

During discussion of the above, a motion for recess was made at 10:30 a.m. The meeting reconvened at 10:50 a.m.

Continued.....

October 27, 1977

Following recess, a discussion was held regarding the use of certain areas in the City for mobile home parks. It was the opinion of Councillor Taylor that suitable areas existed in the City for this use. The Commissioner of Planning advised that the Staff had not considered such a proposal.

Councillor Taylor suggested that the Planning Staff prepare a report on the feasibility of mobile home parks within Mississauga.

A motion for recess was made at 12:05 p.m. during discussion of the above. The meeting reconvened at 1:40 p.m.

The following members were present: Mayor Searle; Councillors Kennedy, Spence, Bean, Taylor, Butt, Leavers and McCallion. Councillor Hooper arrived at 2:45 p.m. Councillor McKechnie was absent due to attending an official function on behalf of the City.

Councillor Taylor made the following recommendation:

"That the Hurontario Community be left Industrial and not be designated Residential."

This motion carried.

Councillor Taylor then made the following motion:

"That the Planning Department investigate the feasibility of establishing mobile home park sites within the City of Mississauga."

The Chair ruled this motion out of order and suggested to Councillor Taylor that if he so desires, he could discuss this matter at a Planning Committee meeting.

Councillor McCallion made the following motion:

"That Staff prepare for Council, their best estimate of the resultant ratio of assessment in relationship to the proposed land use plan which has been presented."

The Staff indicated this would have to be a very rough estimate. The motion was not voted on.

Continued.....

October 27, 1977

Councillor Taylor stated that Council should clearly indicate that the "Hole in the Donut" be designated Agricultural.

Prior to further discussion taking place regarding this matter, it was decided to deal with Section 4.8, Social and Community Services. Mr. Peter Smith, Social Planner for the Region of Peel, was present.

The Regional Commissioner of Planning read a letter dated October 27, 1977, from the Ministry of Housing to the Region, regarding Social Services and Official Plans. In his letter, Mr. Farrow summarized his Ministry's position "on the inclusion of a human services component in municipal official plans, a position which was supported at a recent meeting of the Cabinet Committee on Social Development. The Minister feels strongly that an Official Plan is not the appropriate vehicle for the inclusion of detailed municipal human services policies. Such policies should, rather, be developed in direct consultation with the relevant provincial agencies within the Social Policy Field as dictated by the needs of that municipality." "Where a municipality wishes to adopt detailed social service policies, a statement of intent to this effect may be included in the Official Plan. This Ministry, in conjunction with the Provincial Secretariat for Social Development, is preparing such a statement which will enable a municipality to set out a general social services objective cognizant of existing legislative or jurisdictional limitations and the economic resources of the municipality within which a more detailed strategy could be developed."

After reading the letter, Mr. Allen stated that the Ministry's Statement might be available in three or four weeks.

Mr. Edmunds suggested that the City not wait for the information from the Province, but that the Committee should consider the recommendations of the City and Regional Staffs.

The Committee was advised that Regional Staff had prepared a complete revised Policy which was contained in the Blue Book, Appendix I. City Staff recommendations were contained on Page 37 of the Blue Book.

The Deputy Commissioner of Planning advised the Committee that City Staff is of the opinion that the Region's revised Policy contains too much detail in that an Official Plan should not make commitments over areas that the City has no control.

Continued....

October 27, 1977

Councillor McCallion suggested that the Committee not recommend approval of City Staff recommendations and that the Committee review the revised policy as prepared by Regional Staff. The Committee agreed.

The Regional Policy was considered and the following amendment made to it:

4.8.3. - Strategic Policies

4.8.3.1.

This paragraph was amended by the addition of the words "will encourage" after the word "Mississauga" in the first line.

Other amendments were suggested; however, were not voted on.

Councillor McCallion recommended that the revised Policy as prepared by the Region of Peel, as amended, up to and including Subsection 4.8.13.1., be approved.

This motion carried.

A motion for recess was made at 3:35 p.m.

OCTOBER 28, 1977, 9:10 A.M.

MEMBERS PRESENT:

Mayor Searle, Chairman;
Councillors Kennedy, Bean, Taylor,
Spence, McKechnie, Hooper, Butt
and Leavers.

MEMBERS ABSENT:

Councillor McCallion (attending
meeting of Provincial-Municipal
Liaison Committee).

Note: Mr. Edmunds and Mr. Allen were not present during the morning session due to a City Core Committee meeting.

SCHEDULE 9 - Land Use - Long Term Concept

With regard to the lands referred to as the "Hole in the Donut", the Staff recommended that the lands be designated as Residential, but that the interim use be left as Agricultural.

Continued.....

October 28, 1977

Councillor Spence introduced the following motion:

"Whereas the lands north of the Parkway Belt, south of the 401 and east of the Credit River, are presently designaged Agricultural lands; and
Whereas this land is affected by the noise cones from the Malton Airport; and
Whereas the Planning Staff indicates that this land will remain undeveloped for some considerable period of time; and
Whereas it is desirable to have this land utilized for as long as possible for the present agricultural use; Therefore be it resolved that these lands be designated as a special policy area with specified interim land use policies and that for the purposes of long term planning, this land be deemed to be ultimately used for residential and/or industrial use; and
Further, that this decision be reconsidered from time to time to determine whether all or part should be designated as industrial or residential and that such consideration take into account the noise cones existing at the time as well as the current requirement for agricultural land."

Discussion followed the motion.

A motion for recess was made at 10:25 a.m. and the meeting reconvened at 10:45 a.m.

Messrs. Edmunds and Allen were present for the discussion of this matter following recess. They both recommended that the draft plan not be changed regarding Agricultural lands.

Mr. Edmunds suggested that the motion not be discussed further until the Phasing Policy had been prepared by Staff.

The Committee agreed.

Subsection 5.3. - Residential

5.3.1.3.

Councillor Taylor recommended that the last line of this paragraph which reads as follows, be deleted:

"Government assisted housing will be encouraged in each new district."

This motion was lost.

Continued....

October 28, 1977

A motion for recess was made at 12:00 noon. The meeting reconvened at 1:50 p.m.

Members Present: Mayor Searle; Councillors Spence, Bean, Taylor, McKechnie, Butt and Leavers. Councillor Kennedy arrived at 2:25 p.m. Councillors Hooper and McCallion were absent.

Councillor Leavers recommended that the meeting be adjourned at 3:00 p.m. This motion was deferred until 3:00 p.m.

The Commissioner of Planning suggested that additional time be set aside to continue discussions on the draft Official Plan. The Committee agreed to meet on Friday, November 4, and Monday, November 7, from 9:00 until 4:00 p.m. each day.

Subsection 5.4. - Industrial

5.4.2.2.

The Staff recommended that paragraphs (k) and (l) be added to this section as set out on page 53 of the Blue Book.

Councillor Spence recommended that paragraph (l) which would permit the location of solid waste transfer stations, not be included.

This motion carried.

With regard to the Revised Policy set out in the Green Book on Waste Management, Councillor Spence recommended that 4.9.72. (c) be amended by changing the word "will" in line 1 to the word "may".

The Committee agreed.

Subsection 5.4.5. - Heavy Industrial

5.4.5.2.

The Staff recommended the addition of paragraphs (h) and (i) to this section.

Councillor Spence recommended that paragraph (i) which would permit the location of solid waste transfer stations, not be included.

This motion carried.

Continued.....

October 28, 1977

Councillor Spence made the following motion:

"That automotive sales and service be permitted in all industrial areas, other than Prestige Industrial, and that Staff include this within the policies of the Official Plan."

This motion carried.

A motion for recess was made at 3:00 p.m.

NOVEMBER 4, 1977, 9:10 A.M.

MEMBERS PRESENT:

Mayor Searle, Chairman;
Councillors Kennedy, Spence,
Bean, Taylor, McKechnie, Butt,
Leavers and McCallion. Councillor
Hooper arrived at 9:45 a.m.
Councillor Taylor left the meeting
at 9:45 a.m and returned at 11:50
a.m.

MEMBERS ABSENT:

Nil.

The Staff requested that the Committee commence consideration of Non-Urban, Special Policy Area I, Interim Land Use, Heritage and Cemeteries under Land Use Policies, and then return to Commercial, Open Space and Environmental Planning Areas. The Committee agreed.

Section 5.10 Interim Land Use

The Committee was advised that this section cannot be dealt with until Council has established its phasing policy.

Section 5.16 - Secondary Plans

5.16.3. Residential Districts

5.16.3.2. General Guidelines

The Staff recommended that paragraph (g) of this section be amended to read:

"(g) The Community services policies will have regard for the identification of need and specific community facility and service requirements of district residents. The Secondary Plan may

Continued.....

November 4, 1977

also identify broader needs at the City or Regional scale which could be satisfied at the District level, as well as those needs which must be satisfied outside the District."

Councillor Butt recommended that the Committee not approve the amendment suggested by Staff, but that in its place, Section 5.16.3.2. suggested by the Region be inserted here. This section reads as follows:

(g) The Community Services policies will:

- relate to the policies identified in section 4.8;
- be based upon the Community Services Inventory as per section 4.8.3 (subsections 1 and 2);
- have regard for the identification of need and specific facility and service requirements of district residents with respect to: information centres, libraries, education, recreation and culture, children's services, group homes, services for seniors and disabled persons, health care, fire and police protection and special services as indicated in section 4.8 of this plan;
- have regard for the general principles identified in section 4.8.2 and in particular the involvement of citizens in the Secondary Plan Process;
- identify the appropriate agencies that will be expected to provide services in the District and to the District residents and attempt to provide an indication of timing of the provision of the services;
- identify broader needs at the City or Regional scale which could be satisfied at the District Level and identify services which are needed, but must be provided from outside the particular district;
- identify criteria and standards for services.

The Committee agreed to this amendment.

Councillor McCallion recommended that churches be included under Community Services. The Committee agreed.

November 4, 1977

A motion for recess was made at 10:15 a.m. and the meeting reconvened at 10:35 a.m.

Section 5.16.3.3. - Districts Subject to Readopted
Secondary Plans

c. Malton

Councillor McKechnie requested that a clause be added to this section which would recognize the unique location of Malton and the need for local services of various nature. The Committee agreed.

Section 5.16.3.5. - Developing Districts Requiring
Secondary Plans

e. West Cooksville

- Transportation

Considerable discussion took place regarding the following clause:

"The Queensway right-of-way across the Credit River will be reserved for open space purposes in this District. Development in areas subject to high levels of traffic noise from the Queen Elizabeth Way will be planned, designed and constructed in accordance with the policies concerning noise."

The Staff recommended that the words "open space purposes" be changed to "transportation purposes".

The Committee agreed that the lands should not be preserved for transportation purposes in accordance with a resolution passed by Council.

The Staff advised the Committee that they would reword the subject clause and bring it back to the Committee.

It was decided to defer this issue and the matter of the North and South Service Roads across the Credit River until the entire transportation network is discussed.

f. Meadowvale Village

Councillor McCallion suggested that the Introduction to this section be amended by the inclusion of the exact boundaries as set by the following resolution passed by Council on November 24, 1975: (#733)

Continued....

November 4, 1977

"Be it resolved that the Meadowvale Village Study Area be defined as the approximate area of 407, Parkway Belt, Creditview Road, 401 Highway and midway between Second Line and McLaughlin Road."

In 1976, Council approved the following amendment to this resolution:

"That the boundary of the study area of the Historical Village of Meadowvale be extended westward to the C.P.R. Tracks."

The Committee agreed to this amendment.

A motion for recess was made at 12:00 noon with the meeting to reconvene at 1:30 p.m.; however, due to lack of a quorum, the afternoon session was cancelled.

NOVEMBER 7, 1977, 9:10 A.M.

THOSE PRESENT:

Mayor Searle, Chairman;
Councillors Kennedy, McKechnie,
Hooper, Butt, Leavers and
McCallion. Councillors Taylor and
Spence arrived at 9:35 a.m.

THOSE ABSENT:

Councillor Bean.

The Committee continued discussion of Land Use Policies.

5.16.3.6. - New Districts Requiring Secondary Plans

1. Streetsville East

The Staff recommended that the following subsection be added to this section:

- No residential development will be allowed in areas which are currently forecast to lie within the 28 NEF contour.

Considerable discussion followed. Councillor Hooper suggested that this additional clause be amended by stating that "Residential development will be discouraged in areas which are.....".

Continued.....

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Councillor Taylor suggested that a statement be included in the plan indicating that if the noise contours change, the land will be developed for residential purposes, and that these lands be designated a Policy Area.

A motion for recess was made at 10:25 a.m. and the meeting reconvened at 10:40 a.m. Councillor Spence did not return to the meeting after recess.

Councillor Butt requested that further consideration of the new subsection be deferred until the Staff supply the members of the Committee with noise contour maps.

The Committee agreed.

5.16.4. - Industrial Districts

5.16.4.10 - West Malton

- a. Councillor McKechnie suggested that the area to be designated for Heavy Industrial use be changed so that it would not be located adjacent to the Malton Residential District. He suggested that an area west of Dixie Road be so designated.

The Staff advised that they would prepare suitable wording for this clause and report back.

It was suggested that the Committee now go back to the sections under Land Use skipped over on November 4, beginning with Commercial.

No amendments were recommended by the Committee to this section.

A motion for recess was made at 11:55 a.m. and the meeting reconvened at 1:40 p.m.

The following members were present: Mayor Searle; Councillors Spence, Taylor, McKechnie, Butt, Leavers and McCallion. Members absent were Councillors Bean, Hooper and Kennedy. Mayor Searle left the meeting at 3:30 p.m. Councillor McKechnie acted as Chairman from 3:30 p.m. until 4:10 p.m.

Section 5.7. - Environmental Planning Areas

Schedule 10

Mr. D. Blyleven advised the Committee that the Regional Staff and Ministry of Natural Resources requested that hazard lands be shown in the Official Plan. He further advised that he was presently preparing a background

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paper which will show the hazard lands.

It was suggested that the hazard lands' map could be an appendix to the Official Plan rather than a Schedule. Both City Staff and Regional Staff agreed to this compromise.

Councillor Taylor requested that some investigation take place to determine if Provincial legislation can be provided for the municipality to acquire Environmental Protection areas on a long-term basis.

No direction was given.

A motion for recess was made at 2:50 p.m. and the meeting reconvened at 3:15 p.m.

Section 5.7.3. - Environmental Policy Areas A & B

5.7.3.1. Introduction

Paragraphs a, b & c - The staff recommended that these paragraphs be revised as shown on page 63 of the Blue Book.

Councillor Spence requested that the word "some" be inserted in the last line of clause (a) before the word "modification".

The Committee agreed.

At this point in the meeting, prior to Mayor Searle leaving, further meeting dates for discussion of the Draft Official Plan, were considered. It was decided to continue the meeting on November 18, 1977, at 9:00 a.m.

Considerable discussion took place regarding the revised paragraph (b).

It was decided to defer this section until Staff has an opportunity to prepare appropriate wording of this clause.

The Committee agreed to a further revision to paragraph (c) suggested by Mr. Blyleven to the effect that Environmental Policy Areas B include lands which exhibit lesser ecologically sensitive areas than Environmental Policy Areas A into which some urban uses can be integrated".

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Councillor Taylor recommended that the following paragraph be added to this section:

"(g) Where part of an Environmental Policy Area is privately owned, this Official Plan does not imply that such land is free and open to the general public or will necessarily be purchased by Mississauga or any other public agency."

This recommendation carried.

5.7.3.2. Permitted Uses

Councillor McCallion expressed concern regarding "Public Works" being a permitted use in Environmental Policy Areas. She suggested that before any public works be allowed, that a complete environmental impact study be carried out, or alternatively, that public works be deleted as a permitted use.

Further discussion took place. Councillor McCallion then recommended that public works be deleted from paragraph (a) and a new paragraph be added to deal with public works stating they will not be permitted unless determined by a complete environmental impact study that they will not be detrimental to the environment.

Councillor Butt recommended that the matter be deferred pending a definition of "public works" by staff. The Committee agreed.

A motion for recess was made at 4:10 p.m.

NOVEMBER 18, 1977, 1:30 P.M.

This meeting was scheduled to commence at 9:00 a.m.; however, due to lack of a quorum, those members of the Committee present in the morning, decided to reschedule the meeting to commence at 1:30 p.m.

THOSE PRESENT:

Councillor Bean, Chairman;
Mayor Searle; Councillors Kennedy,
Spence, Taylor, Butt, Leavers and
McCallion. Councillor Kennedy left
the meeting at 2:30 p.m. and Councillor
Leavers left at 2:55 p.m.

THOSE ABSENT:

Councillors McKechnie and Hooper.

November 18, 1977

Discussion continued regarding Section 5.7, Environmental Planning Areas.

5.7.3.3. - Policies

- (b) Mr. Blyleven advised the Committee that a new clause was suggested by Planning and Engineering Staff to replace this clause which would include both Policy Areas (a) and (b).

Councillor Taylor stated that in his opinion, the two should be separate so that both Policy Areas would have a clause pertaining to woodlots; however, Policy Area A should be a much stronger statement.

Councillor Spence recommended that this section be referred back to Staff for rewording. This motion carried.

Mr. Blyleven reported to the Committee on the two items which were referred back to Staff for rewording on November 7, 1977.

(i) 5.7.3.2. - Permitted Uses (Environmental Policy Areas A & B)

Councillor McCallion, on November 7, expressed concern regarding "Public Works" being a permitted use in Environmental Planning Areas. She suggested that before any public works be allowed, that a complete environmental impact study be carried out, or alternatively, that public works be deleted as a permitted use. The matter was referred to Staff.

Mr. Blyleven advised the Committee that he had prepared an additional clause which will be inserted between clauses (a) and (b) of this section, as follows:

"That where major public works are planned to traverse, coincide with or otherwise affect environmental planning areas, an environmental assessment report shall be required. The environmental assessment report will identify the potential environmental impacts of the proposed works; will determine how these impacts can be avoided or minimized, and will present appropriate mitigating and remedial measures."

Continued....

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Considerable discussion took place regarding this matter.

Councillor Taylor suggested that the word "major" in the first sentence be replaced by the word "all".

He finally recommended that the word "major" be deleted from the sentence. This motion carried, and the new clause was approved as amended.

(ii) 5.7.3.1. - Introduction

- (b) This clause was also referred back to Staff for rewording on November 7.

Mr. Blyleven suggested the following:

"Policies for Environmental Policy Areas "A" are established to protect natural functions; to enhance recreational opportunities; to preserve scenic natural landscape features and to ensure control of activities in order that impacts on the natural environment will be minimized."

Councillor Taylor recommended approval. This motion carried.

Section 5.13 - Noise

5.13.2. - Highway and Rail Noise

5.13.2.4.

Councillor Spence recommended that the second paragraph of this section be amended to read:

"Due to existing and/or possible future railway operations, the effects of noise, vibrations, fumes, etc. may interfere with the activities of a living environment of the occupants of this property."

This motion carried.

Appendices A, B & C

Discussion took place regarding these appendices relating to Noise Contours. Mayor Searle suggested that these appendices be set out in the text. The Committee agreed.

November 18, 1977

At this point in the meeting, discussion took place regarding continuation of the meeting to complete the review of the Draft Official Plan. It was agreed by the Committee to continue on Thursday, December 1, 1977, at 9:00 a.m.

The Staff was also directed to report back, as soon as possible, on issues in the draft plan which were referred back to the Staff for additional information.

Section 5.17 - Highway 403 Corridor

The Planning Staff suggested that this section be deleted from the Plan because of a resolution passed by Council outlining the route the City wishes Highway 403 to take.

Councillor McCallion suggested that the section remain in the Plan until such time as the Province of Ontario has determined the exact route.

No further discussion took place regarding this matter at this time due to lack of a quorum.

The meeting recessed at 3:35 p.m.

DECEMBER 1, 1977, 9:10 A.M.

THOSE PRESENT:

Councillor McKechnie, Chairman;
Mayor Searle; Councillors Bean,
Taylor, Leavers and McCallion.
Councillor Kennedy arrived at 9:25 a.m.
Councillor Butt arrived at 10:40 a.m.
Councillors Spence and Hooper.

THOSE ABSENT:

An agenda dated December 1, 1977, was distributed to the Committee in advance of the meeting. The Committee was advised that further recommendations on matters remaining to be discussed in the draft Official Plan were grouped by subject as far as possible. They were set down on the agenda in an order which recognized that decisions on certain issues must precede discussion of others. Major issues were placed at the beginning.

1. TRANSPORTATION

(i) Major Collector Roadways

The Staff suggested that a paragraph be added to Section 4.5.3.1. (i) to clarify this section. The Committee agreed.

(ii) Mineola Bridge over Credit River

The Staff advised that since neither Schedule 6 nor the Right-of-way widths plan indicate this link, that a policy statement in the text is not required.

(iii) Finch Avenue Extension and Queensway Bridge

Because of concerns expressed by the Committee, the Staff recommended that a policy (4.5.3.1.j) be added to the Plan. This policy affects the Queensway Bridge over the Credit River, North Sheridan Way Bridge over the Credit River and extension of Finch Avenue north of Darcel Avenue.

Councillor McCallion recommended the following:

"That the bridge across the Credit River at the Queensway be eliminated from the City's Draft Official Plan."

This motion carried.

Councillor McCallion stated that she would prepare a motion as to how the Queensway right-of-way should be dealt with.

The above three rights-of-way were again discussed later in the meeting.

(iv) Thomas Street - McCaugherty Road

General Committee questioned at an earlier meeting, that the Thomas Street - McCaugherty Road connection be designated as major collector on Schedule 6. As a result of this concern, the Staff recommended that McCaugherty Road and Main Street, between Queen Street and Creditview Road, be designated as major collector on Schedule 6.

Councillor Taylor recommended the following:

"That the Major Collector designation on Thomas Street - McCaugherty Road, be removed from the Official Plan."

This motion carried.

(v) Tomken Road

The Committee questioned the designation of Tomken Road as a major collector. The Staff again recommended that Tomken Road be designated a Major Collector from Dundas to Eglinton.

After considerable discussion, the following motion was made by Councillor Bean:

"That Tomken Road from Dundas to Burnhamthorpe not be designated as a Major Collector, but that portion of Tomken, north of Burnhamthorpe to the northern boundary of the City, be designated as a Major Collector."

This motion carried.

A motion for recess was made at 10:30 a.m. The meeting reconvened at 10:40 a.m.

(vi) Transit Services to Malton

No amendment suggested.

(vii) ICTS on Burnhamthorpe Road, east of Highway 10

The Staff recommended that Section 4.5.3.2.(a) be amended by adding the following sentence to the statement:

"....However, prior to the programming of construction of the Burnhamthorpe Road East ICTS link, an amendment to this Official Plan will be required."

The Committee agreed.

(viii) Road Classifications

The Staff recommended that no additional classification be introduced as suggested by the Committee at an earlier meeting.

It was decided to come back to Item 9 - Right-of-way Widths Plan and Policies later in the meeting.

(x) Scenic Routes

The Staff will indicate on Schedule 6 that Mississauga Road from the C.P.R. to Highway 403, is a scenic route.

The Staff also recommended that a new section be included in Section 4.5.3.1.(g):

"Mississauga will, as far as possible, ensure that any maintenance or physical modification of scenic routes reinforces or enhances the scenic route qualities of roadways so designated. In the event that planned major modifications are expected to have an adverse impact on the scenic route qualities of designated scenic routes, an amendment to this Plan will be required."

Councillor Taylor recommended that the words, "as far as possible" be deleted from this section. The Committee agreed.

(xi) Lakeshore Road

The Committee earlier expressed concern about the width of Lakeshore Road. The Staff recommended that, except for a few short sections, the "existing right-of-way widths" be recognized as the "designated right-of-way widths". The Staff further recommended that in order to ensure that any major modifications are implemented only after full public input and participation, section 4.5.3.1. j be amended and renumbered to 4.5.3.1.k. This section states that the Lakeshore Road through Port Credit and Clarkson Districts will not be built in excess of four lanes. Any major modifications will require an amendment to the Official Plan.

Right-of-way Policies

The staff recommended that a right-of-way widths' plan be included in the draft plan. Several notes are to be printed on the plan (1, 2 and 3). Councillor Taylor recommended that the policies be approved. This motion carried.

Regional Staff advised the Committee that City Staff had designated Dixie Road as a 120' right-of-way and it was the Region's desire that this be 150'.

Councillor Taylor recommended that the Dixie Road right-of-way be deferred until the Staff of the City had an opportunity to review it and come back with a recommendation. This motion carried.

December 1, 1977

Councillor Taylor, on behalf of Councillor McKechnie introduced the following motion:

"That the staff study a by-pass road be included in the draft Official Plan to connect Airport Road to Derry Road through the Malton Airport/ Douglas Aircraft lands at the south-west corner of Airport Road and Derry Road."

The motion was not voted on. The Staff suggested that a study be carried out of the entire Malton area.

Councillor McKechnie vacated the chair and made the following recommendation:

"That Finch Avenue be eliminated from the transportation network and that the right-of-way be designated open space."

This motion carried.

A motion for recess was made at 12:00 noon. The meeting reconvened at 1:40 p.m.

THOSE PRESENT:

Councillor Butt, Chairman;
Councillors Kennedy, Bean,
Taylor, Hooper, Leavers
and McKechnie. Councillor McCallion
arrived at 2:25 p.m. and Mayor
Searle arrived at 2:40 p.m.
Councillor McKechnie left the
meeting at 3:10 p.m.

THOSE ABSENT:

Councillor Spence.

Discussion continued regarding road widths. The Regional Commissioner of Planning suggested that the road widths' plan should show regional roads as they are designated in the Regional by-law. He stated that the Queensway right-of-way is shown as 120 feet on the Regional By-law; however, they would accept a width of at least 86' for this road.

Councillor Taylor recommended that the right-of-way width for the Queensway be shown as 120 feet.

This motion lost.

December 1, 1977

Considerable discussion followed regarding the designation of the Queensway.

Councillor Hooper introduced the following motion:

"That the Queensway West designation as a major roadway between Mavis Road and Erin Mills Parkway be deleted from Schedule 6 and the designated right-of-way width plan of the draft Official Plan; and that no additional lands be taken to widen the existing right-of-way width for the aforementioned section of Queensway West."

This motion carried.

NOTE: Councillor Taylor voted in the negative regarding the above motion.

Public Meeting re Transportation

Councillor McCallion on October 25, 1977, introduced the following motion:

"Whereas new information regarding the Transportation Network has been presented to Council, be it resolved that the Transportation Network be the subject of a public meeting."

The motion was not voted on at that time.

Councillor Butt recommended that the proposed motion be received. This motion carried.

Lands Referred to as "Hole in the Doughnut"

On October 28, 1977, Councillor Spence introduced a motion designating these lands as a special policy area.

Councillor Taylor recommended that the matter be deferred pending Councillor Spence's presence. This motion lost.

Councillor Leavers recommended that the proposed motion be received. This motion carried.

December 1, 1977

Population

Councillor McCallion at an earlier meeting recommended that the maximum population for Mississauga be approximately 500,000. This motion was tabled at the time.

Councillor McKechnie recommended approval of the motion. He subsequently withdrew this motion. Councillor McKechnie then recommended a population of approximately 600,000. He also withdrew this motion.

Councillor McCallion introduced the following motion:

"That the Staff report on the implications of the changes made to the Transportation Network as it affects development."

This motion was voted on and carried.

The Commissioner of Planning responded by stating that nothing would be gained by continuing discussion on the Draft Plan until the report requested in Councillor McCallion's motion was prepared.

Councillor Taylor recommended that an indefinite recess be called until the Staff comes back with information required to continue discussions. This motion lost.

Mr. Stryland briefly discussed the transportation routes which were affected by recommendations of the Committee. It was his opinion that the deletions and changes recommended would not greatly affect the proposed population of 700,000.

Councillor McCallion stated she would like his comments in writing as suggested in her motion.

A motion for recess was made at 3:10 p.m. The meeting reconvened at 3:20 p.m.

PHASING

The Planning Staff was directed at an earlier meeting to draft for inclusion in the Official Plan, appropriate text in the form of a policy and framework to guide the preparation of a Phasing Program separate from the Plan.

December 1, 1977

PHASING CONTINUED:

The Staff recommended that the Official Plan under the heading "4.11 Phasing" be amended by the addition and deletion of sections, with an entire new section (4.11.3.7, Phasing Program) to be added.

Considerable debate took place regarding the phasing program suggested by the staff. No recommendation was made at this meeting.

The Staff was instructed to set another meeting date to continue discussion of the Draft Official Plan.

A motion for recess was made at 4:05 p.m.

JANUARY 10, 1978 - 9:25 A.M.

MEMBERS PRESENT:

Mayor Searle, Chairman;
Councillors Spence, Bean, Butt
and McCallion. Councillor Leavers
arrived at 9:35 a.m. and Councillor
Taylor at 9:50 a.m. Mayor Searle
left the meeting at 11:40 a.m.

MEMBERS ABSENT:

Councillors Kennedy, McKechnie and
Hooper.

STAFF PRESENT:

E. Halliday, R. Edmunds, J. Dorrell,
Regional Staff, other members of
the Planning Staff, T. Julian and
J. LeFeuvre.

It was decided to proceed with the meeting at 9:25 a.m. without the presence of a quorum until 9:35 a.m.

The following material was distributed to the members of the Committee:

1. Agenda - it was suggested that discussions continue on the following basis:
 - (i) Phasing
 - (ii) Implications of changes of Transportation Network for Future Land Use
 - (iii) City Structure
 - (iv) Retail Commercial
 - (v) Waste Management
 - (vi) Residential Land Use

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- (vii) Environmental Policies
- (viii) West Malton Secondary Plan
- (ix) Highway 403 Corridor
- (x) Implementation
- (xi) Special Parks
- (xii) Next Step

2. Report dated January 10, 1978, from the Commissioner of Planning setting out the proposed Phasing Policy.
3. Report dated January 10, 1978, from the Commissioner of Planning regarding Implications of Changes to the draft Official Plan Transportation Network for Future Land Use.

1. PHASING

Report dated January 10, 1978. The Committee was advised that General Committee directed Staff to prepare, for inclusion in the Official Plan, a policy which would provide the basis for a phasing program for future development separate from the Official Plan. The revised Phasing Policy was set out in the report.

The Committee decided to consider the report clause by clause.

Amendments were suggested to the following:

4.11.2 - Rate of Growth Policies

4.11.2.1. - Councillor McCallion recommended that the Staff revise this section to reflect that the rate of growth will be reviewed based on the economic conditions of the day.

4.11.2.2.(c) At the request of Councillor McCallion, the Staff was directed to amend this clause so that it would make reference to the taxable capacity per capita.

A motion for recess was made at 10:35 a.m. The meeting reconvened at 10:50 a.m. A quorum was not present until 11:10 a.m. when Mayor Searle and Councillor Leavers returned to the meeting.

Mayor Searle left the meeting at 11:40 a.m. Councillor Taylor chaired the meeting during the Mayor's absence.

A motion for recess was made at 12:00 noon. The meeting reconvened at 1:35 p.m.

January 10, 1978

MEMBERS PRESENT:

Councillors Spence, Bean,
Taylor, Butt, Leavers and
McCallion. Mayor Searle arrived
at 2:00 p.m.

MEMBERS ABSENT:

Councillors Kennedy, McKechnie
and Hooper.

Phasing Policy Continued:

4.11.3.4. - Office Development

The Staff was directed to reword this clause, possibly by
changing the word "priority" to "encouragement".

At this point of the meeting, it was decided to consider the
report dated January 10, 1978, regarding Implications of
Changes to the draft Official Plan Transportation Network
for Future Land Development.

2. TRANSPORTATION NETWORK

Mr. Edmunds pointed out that the most significant changes
to the Transportation Network recommended by General
Committee, are:

- Queensway Bridge over the Credit River
- Finch Avenue extension northerly from Darcel Avenue
to the northern municipal boundary;
- the major collector designation on McCaugherty Road/Main
Street (between Creditview Road and Queen Street)

(a) Queensway Bridge

Mr. Edmunds concluded that it is evident that the deletion
of the Queensway Bridge from the draft plan necessitates
the designation of the North Sheridan Way Bridge, and
the designation of certain other roadways in the area, as
major collectors. The Queensway Bridge deletion does not,
in itself, affect the potential of Mississauga to grow
to the ultimate population suggested in the draft official
plan.

Councillor Spence recommended that the matter of the
Queensway Bridge/North Sheridan Bridge over the Credit
River be deferred until General Committee considers the
Southwest Mississauga Transportation Study. This motion
was ruled out of order.

January 10, 1978

(b) The Finch Avenue Extension

The Committee was advised that the various transportation analysis, conducted as part of the draft official plan preparation, indicated that there was considerable likelihood that the Finch Avenue extension from Darcel to Steeles would be required in the long term. While it is apparent that Finch Avenue, if extended to Steeles, would provide relief to other major roadways in the Malton area, the impact of its deletion will be rather localized and therefore not affect development of the rest of the City.

(c) McCaugherty Road/Main Street

Mr. Edmunds advised that to maintain the same volume to capacity relationship without McCaugherty Road being designated as a major collector would require a decrease in density in this area of about 5% (i.e. a reduction in gross residential density from 30.4 persons per acre to 28.9 persons per acre). On a City-wide basis, the ultimate population would require reduction by 1.3 to 1.4%.

In summary, the report concluded that the transportation network changes to the draft Official Plan, as recommended by General Committee, while probably leading to less than desirable transportation conditions, are not considered sufficiently serious to warrant major revisions to the draft Official Plan.

Councillor McCallion recommended that the report be received. This motion carried.

Discussion continued on the Phasing Policy.

4.11.3.7. - Phasing Program

Councillor McCallion recommended that the last sentence in paragraph 1 of this section, which reads as follows:

"The preparation of Secondary Plans in accordance with Phasing Program sequence will commence approximately five years before development is expected to be allowed to proceed",

be deleted. This motion carried.

NOTE: Councillor Taylor voted in the negative regarding the above motion.

A motion for recess was made at 4:00 p.m.

Staff was directed to set a further date to continue discussion of the outstanding items listed on the agenda for January 10, 1978.

January 20, 1978

JANUARY 20, 1978 - 9:25 A.M.

MEMBERS PRESENT: Mayor Searle; Councillors Kennedy, Spence, Bean, Hooper, Butt and Leavers. Councillor Bean left the meeting at 10:30 a.m.

MEMBERS ABSENT: Councillors Taylor, McKechnie and McCallion.

STAFF PRESENT: E. Halliday, W. Taylor, R. Edmunds, J. Dorrell, City Official Plan Staff, Regional Staff, T. Julian and J. LeFeuvre.

SECTION 4.11 - PHASING - CONTINUED:

The Committee continued to discuss the report dated January 10, 1978, from the Commissioner of Planning regarding the Phasing Policy for the Official Plan.

4.11.3.7. - Phasing Programme

Criteria - (a) to (h) Incl.

During the discussion of this section, Councillor Spence recommended that the report dated January 10, 1978, from the Commissioner of Planning re Phasing, be approved.

The motion was tabled in order to allow continuation of the discussion.

A motion for recess was made at 10:30 a.m. The meeting reconvened at 11:05 a.m.

The following amendments were made to the Criteria:

(c) Community Identity and Completeness

On a motion by Councillor Hooper, this clause was amended to read:

"A sense of community identity and relationship to the whole City; the minimizing of incomplete communities, and the rounding out or infilling of existing communities."

(e) Piped Services

On a motion by Councillor Butt, this clause was referred back to Staff for rewording in order to make reference to estate-type lots.

January 20, 1978

(i) Financial Implications

On a motion by Councillor Spence, the Staff was directed to prepare an additional clause which will clarify the City's position from an economic standpoint.

4.11.3.8. - STAGING

On a motion by Councillor Hooper, this clause was amended to read:

"As part of the Secondary Plan preparation, development in each district will normally be staged on the basis of the same criteria as that from which the Phasing Program is derived."

This completed consideration of the Phasing Policy.

A motion for recess was made at 11:45 a.m.

Next meeting - February 7, 1978.

FEBRUARY 7, 1978, 9:30 A.M.

MEMBERS PRESENT:

Mayor Searle; Councillors Spence, Bean, Taylor, McKechnie, Leavers and McCallion. Councillor Kennedy arrived at 9:40 a.m. and Councillor Butt at 11:10 a.m.

MEMBERS ABSENT:

Councillor Hooper.

STAFF PRESENT:

J. Dorrell and members of the Official Plan Staff; Regional Planning Staff, T. Julian and J. LeFeuvre.

Mr. Dorrell suggested that the Committee continue with the agenda dated January 10, 1978.

CITY STRUCTURE

At a previous meeting, Councillor McCallion recommended that further discussion of Schedule 5 (division of the City into districts) be deferred to the Land Use Policy discussions. Mr. Dorrell suggested that this motion be referred directly to Council as it was expected that changes might occur in the designations. He also advised the Committee that a report from the Finance Commissioner was forthcoming.

February 7, 1978

RETAIL COMMERCIAL

The Staff suggested new text to replace Sections 4.3.4.1. and 4.3.4.2.

The Committee approved the new text without amendment.

WASTE MANAGEMENT

Staff was directed to review the policy statements on Liquid Waste.

The Staff recommended that no change be made to these policies.

Councillor McCallion recommended:

"That a clause be added to the Solid Waste Management Section which states that liquid waste will not be permitted in Mississauga Landfill Sites."

CARRIED

Councillor Spence recommended:

"That paragraph (a) of Section 4.9.7.2. be amended to state that liquid waste operations must be licensed under the appropriate section of The Environmental Protection Act."

CARRIED

RESIDENTIAL LAND USE

Councillor Taylor, at a previous meeting asked staff to report on the possibility of a study being carried out to determine the impact of government-assisted housing on purchasers. He was concerned that initial subsidies may create later financial problems for new house owners. The Staff investigated this matter and found that a problem may exist with the AHOP/HOME program.

The Staff recommended that the questions raised by Councillor Taylor be referred to the Region of Peel Housing Task Force.

Considerable discussion took place regarding this matter.

Councillor Taylor recommended that his concerns be referred to the City Planning Department for a report as soon as possible.

February 7, 1978

A motion for recess was made at 10:40 a.m. The meeting reconvened at 11:00 a.m.

Councillor Taylor amended his motion to have his concerns with respect to government assisted housing referred to Regional Council on February 9, 1978, and specify that the City would appreciate confirmation as to when the report can be expected.

This motion carried.

ENVIRONMENTAL POLICIES

Policy 5.7.3. (e) was referred back to Staff for rewording.

The Staff recommended that this section be replaced by two sections (e) and (f).

On a motion by Councillor Spence, Section 5.7.3.(e) was amended to read:

- (e) "When Environmental Policy Areas "A" constitute woodlots, Mississauga will tolerate only limited modification of forest cover and to integrate forest cover with public open space systems."

No amendment was made to new section (f).

Councillor Taylor expressed concern with respect to retention of woodlots throughout the City. He suggested that the Province legislate the necessary controls so that woodlots would remain intact without the necessity of the City acquiring them.

The Staff was directed to investigate the methods of implementing paragraph (e) set out above.

WEST MALTON SECONDARY PLAN

Councillor McKechnie, at an earlier meeting, requested that the text be changed to prevent heavy industrial uses from impinging on the Malton residential district.

The Staff recommended that Section 4.16.4.10.(a) be replaced with a reworded section.

The Committee agreed with the amended section.

February 7, 1978

HIGHWAY 403 CORRIDOR

The Staff recommended that the Highway 403 Corridor shown on Schedule 9 (flanking the proposed Highway 403 right-of-way) be deleted, and that land use designations be deleted and that land use designations be shown on these areas.

The Committee agreed with this recommendation.

SPECIAL PARKS

At a previous meeting, Councillor McCallion asked if the Special Parks ratio of 4 ha per 1,000 population conforms to the levy policy.

The Staff advised that special parks are recognized by the levy policy in that some of the funds received in lieu of the 5% land dedications on subdivisions may be used for this purpose. Further, some lands for Special Parks are expected to be acquired from other agencies, such as Conservation Authorities.

A motion for recess was made at 11:50 a.m. The meeting reconvened at 1:40 p.m. with the following members present: Mayor Searle; Councillors Spence, Bean, Taylor, McKechnie, Butt, Leavers and McCallion. Councillors Kennedy and Hooper were absent.

IMPLEMENTATION

The Staff suggested some minor changes to this section, which the Committee approved.

Councillor Taylor recommended that Section 6.4.6.2., (Site Plans) be amended to read:

"Approval of site plans may be required prior to the issuance of building permits."

CARRIED

The Staff was directed to include the definition of "multiple-family building" in the glossary.

Section 6.5.2. - Ongoing Public Participation

Councillor Spence recommended that paragraphs 1 and 2 of this section, be amended to read:

- 6.5.2.1. "Planning policies and reports will be made available to the public so as to encourage continuing public awareness and input into the process."
- 6.5.2.2. "Mississauga encourages individuals and groups to take an active interest in the planning of the City. As such, Mississauga will provide the necessary resources upon request, to assist organization in preparing briefs, submissions and responses to planning activities."

CARRIED

This concluded consideration of the agenda and the Draft Official Plan.

The Planning Staff will prepare a report of the General Committee recommendations for presentation to Council.

The meeting adjourned at 3:05 p.m.